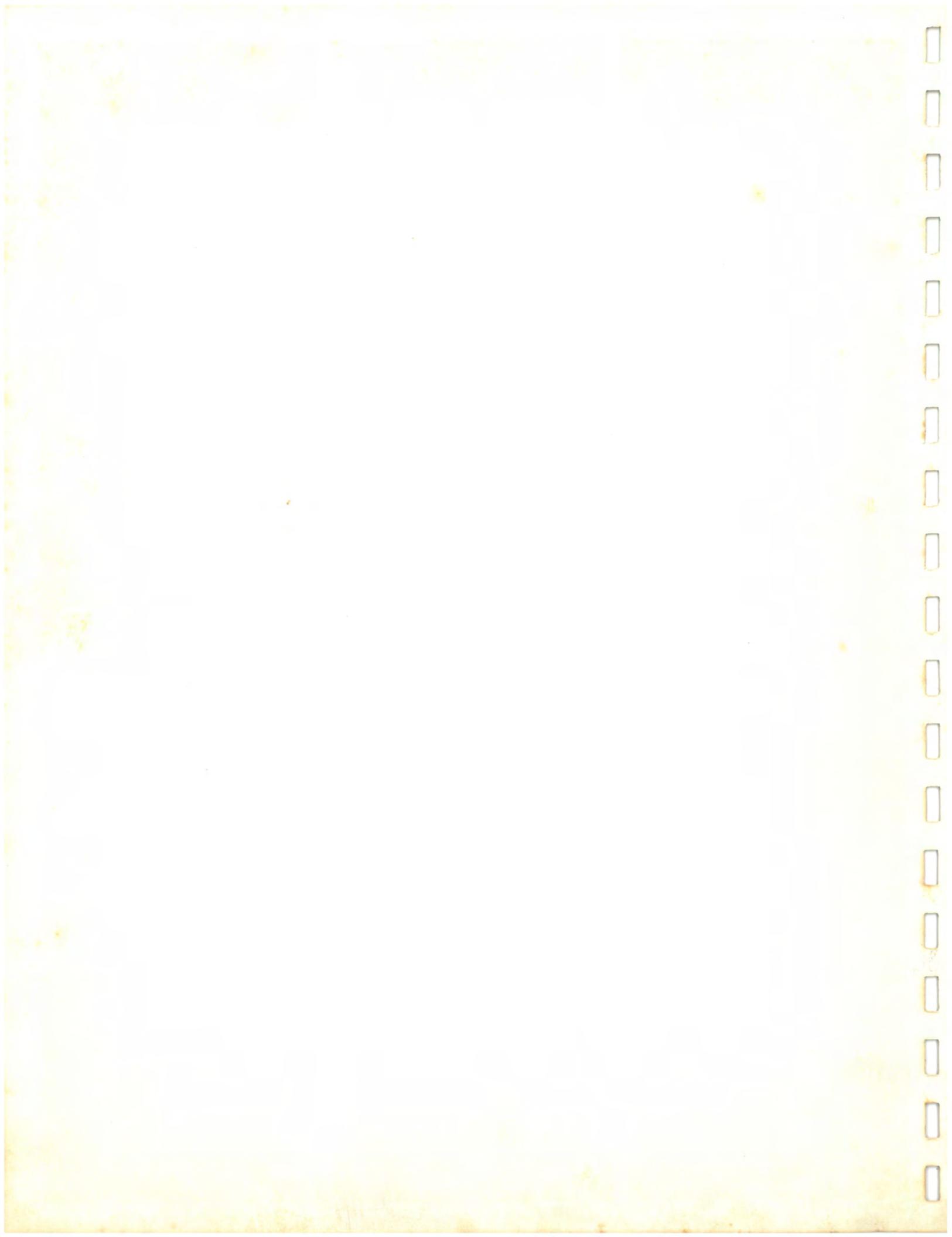


VOLUME TWO

- Land Use Plan
- Thoroughfares Plan
- Community Facilities Plan
- Public Improvements Program
- Zoning Review & Development Regulations

KEY WEST COMPREHENSIVE PLAN

JUNE 1, 1968



TITLE: Key West Comprehensive Plan - Volume 2
AUTHOR: Milo Smith + Associates, Inc.
SUBJECT: Document Includes Six Reports and the Comprehensive Development Plan

- I. A. Land Use Plan
B. Thoroughfare Plan
C. Community Facilities Plan
D. Public Improvements Program
E. Zoning Ordinance
F. Special Development Regulations
- II. Comprehensive Development Plan

LOCAL PLANNING AGENCY: Key West Planning and Restoration Commission

SOURCE OF COPIES: Clearinghouse for Federal and Scientific Information,
Washington, D. C.

Key West Planning and Restoration Commission,
City Hall, Key West, Florida

HUD Regional Office Library, Region III, 645 Peachtree
Seventh Building, Atlanta, Georgia 30323

HUD PROJECT NO: P-41

SERIES NO: 2 and 3 (of 3)

NUMBER OF PAGES: 195

ABSTRACT: Land Use Plan - Key West's problems and opportunities are identified; resultant objectives and recommended physical development policies are proposed; three alternative plans are identified, consequences of each are identified; and finally, the alternative selected by the City of Key West is presented.

Thoroughfare Plan - Elements of the existing transportation system are inventoried and improvements necessary to support the desired land use arrangement are proposed.

Community Facilities Plan - Existing public facilities and equipment are inventoried; deficiencies are identified on the basis of locally desired standards; additions and improvements are proposed to support the desired land use arrangement.

Public Improvements Program - Criterion for assigning priority to competing projects are identified; a 20-year public improvement program is identified which includes project costs and recommended priorities; and, a procedure is recommended to assist the City in adopting a procedure to develop a capital improvements program as part of its annual budget preparation process.

Zoning Ordinance - Zoning regulations and a map are proposed to implement the desired land use arrangement.

Special Development Regulations - Existing Federal, State, and local regulations for controlling submerged land development are inventoried. Bulkhead lines, a waterway plan, and submerged land development regulations are proposed to implement the desired land use plan.

Comprehensive Development Plan - A word and picture summary of major proposals and actions developed in all technical reports. This report, which was designed to gain public understanding and acceptance of the plan, was printed in quantity for distribution in the community; a single copy is included in this report for reference purposes.

PLAN FORMATION AND IMPLEMENTATION

Part II of a comprehensive planning report for the City of Key West, Florida

for, and under the general direction of the
FLORIDA DEVELOPMENT COMMISSION
Tallahassee, Florida

prepared by:

MILO SMITH + ASSOCIATES, INC.
Planning Consultants
Tampa, Florida

published June 1, 1968

The preparation of this report was financed in part through an urban planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

ACKNOWLEDGMENTS

Appreciation is expressed to the officials of the City of Key West, and to other agencies, organizations, and individuals whose cooperation and interest played a vital role in the preparation of this document. Special thanks are expressed to Mr. Charles Aquero for his assistance in developing and refining the proposals herein contained.

City Commission

Kermit H. Lewin, Mayor
Mrs. Gwendolyn McCook
Charles Pritchard
Robert Dean
Jack Niles

City Manager

Charles C. Ryan

Assistant to the City Manager

Charles Vallet

Public Service Director

Charles P. Aquero

Citizen Members of the Planning and Restoration Commission

Father John Reese, Chairman
Joseph E. Chambers
Billy Rojas, Jr.
Col. A. R. Moore

Principal Consultant to the Planning and Restoration Commission

Ralph Heckman

Liaison Officer to the City of Key West

Capt. C.E. Grohs, USN

Citizens Advisory Committee

James K. McKnight, Chairman
Jack Sellers, Vice-Chairman
Mrs. Peggy Mills, Secretary
Mrs. Sarah Pierre, Treasurer

TABLE OF CONTENTS

	<u>Page</u>
LIST OF TABLES	iii
LIST OF ILLUSTRATIONS	iv
<u>Title</u>	
LAND USE PLAN	A
Introduction	
Problems and Opportunities	
Objectives and Policies	
Alternative Plans	
Consequences	
Proposed Land Use Plan	
Appendix	
THOROUGHFARE PLAN	B
Introduction	
Existing Street Pattern	
Thoroughfare Plan	
Local Street Plan	
Existing Parking Facilities	
Proposed Parking Plan	
COMMUNITY FACILITIES PLAN	C
Introduction	
Recreation and Open Space Facilities	
School Facilities	
Health Facilities	
Municipal Service Buildings	
Library Facilities	
Fire Defense Facilities	
Police Protection	
Garbage Collection and Disposal	
Airport Facilities	
Hydraulic Land Fill Equipment	

TABLE OF CONTENTS (cont.)

PUBLIC IMPROVEMENTS PROGRAM

Page

D

- Introduction
- Criteria for Project Priority Assignment
- Public Improvements Program
- Capital Budget Preparation Procedures

ZONING ORDINANCE

E

- I. Preamble and Purpose
- II. Repeal of Conflicting Ordinances
- III. Short Title
- IV. Establishment of Districts: Provision for Official Zoning Map
- V. Application of District Regulations
- VI. Non-Conforming Lots, Non-Conforming Uses of Land, Non-Conforming Structures, and Non-Conforming Uses of Structures and Premises
- VII. Schedule of District Regulations Adopted
- VIII. Schedule of Special Exceptions Permissible by Board of Adjustment for Planned Development
- IX. Off-Street Parking and Loading Regulations
- X. Home Occupations
- XI. Performance Standards
- XII. Supplementary District Regulations
- XIII. Administration and Enforcement - Building Permits and Certificates of Appropriateness and Occupancy
- XIV. Board of Adjustment and Historic Preservation Committee - Establishment and Procedures
- XV. Board of Adjustment and Historic Preservation Committee - Powers and Duties
- XVI. Appeals from the Board of Adjustment
- XVII. Duties of Administration Official, Board of Adjustment, City Council and Courts on Matters of Appeal
- XVIII. Amendments
- XIX. Schedule of Fees, Charges and Expenses
- XX. Provisions of Ordinance Declared to be Minimum Requirements
- XXI. Complaints Regarding Violations
- XXII. Penalties for Violation
- XXIII. Separability Clause
- XXIV. Definitions

TABLE OF CONTENTS (cont.)

Page

SPECIAL DEVELOPMENT REGULATIONS

F

Introduction

Review of Existing Submerged Land Development Regulations

Appendix

LIST OF TABLES

<u>Section</u>	<u>Table</u>	<u>Page</u>
A	None	
B	1 Street Mileage, Key West Planning Area 2 Key West 24-Hour Average Daily Traffic, 1965 3 Proposed Thoroughfare Improvements, State Road Department 4 Proposed Street Improvements 5 Existing Parking Supply and Demand 6 Future Parking Areas	3B 16B 23B 30B 38B 42B
C	7 Survey of Existing Recreational Facilities 8 Distribution of Recreational Space Users in Key West and the United States 9 Space Needs for Neighborhood Serving Recreation Areas 10 Recreation Space Needs, 1966 - 1987 11 Present and Planned Utilization of Schools in the Key West Planning Area 12 Projected Enrollment of Schools - 1985 13 Projected School Facility Needs, 1985 14 Existing Fire Defense Facilities	5C 7C 8C 10C 12C 13C 13C 20C
D	15 Public Improvement Projects - Key West Planning Area 16 Recommended Capital Improvement Budget Calendar	3D 7D
E	None	
F	None	

LIST OF ILLUSTRATIONS

<u>Section</u>	<u>Illustration Number</u>		<u>Page</u>
A	1	Land Use Plan	11A
B	2	Street Conditions	5B
	3	Traffic Movement	7B
	4	Existing Street Classifications	11B
	5	Areas of Greatest Trip Generation	13B
	6	Bus and Truck Routes	19B
	7	Thoroughfare Plan	27B
	8	Existing and Proposed Parking Facilities	43B
	9	Recommended Parking Standards	45B
C	10	Existing and Proposed Community Facilities	33C
D		None	
E		Zoning Map	67E
F	11	Existing and Proposed Bulkhead Lines	5F
	12	Existing and Proposed Waterways	7F

1970-1971 School Year

1971-1972

1972-1973 - 1973-1974

1973-1974

1974-1975

1975-1976

1976-1977

1977-1978

1978-1979

1979-1980

1980-1981

1981-1982

1982-1983

1983-1984

1984-1985

1985-1986

1986-1987

1987-1988

1988-1989

1989-1990

1990-1991

1991-1992

1992-1993

1993-1994

1994-1995

1995-1996

1996-1997

1997-1998

1998-1999

1999-2000

2000-2001

2001-2002

2002-2003

2003-2004

2004-2005

2005-2006

2006-2007

2007-2008

2008-2009

2009-2010

2010-2011

2011-2012

2012-2013

2013-2014

2014-2015

2015-2016

2016-2017

2017-2018

2018-2019

2019-2020

2020-2021

2021-2022

2022-2023

2023-2024

2024-2025

2025-2026

2026-2027

2027-2028

2028-2029

2029-2030

2030-2031

2031-2032

2032-2033

2033-2034

2034-2035

2035-2036

2036-2037

2037-2038

2038-2039

2039-2040

2040-2041

2041-2042

2042-2043

2043-2044

2044-2045

2045-2046

2046-2047

2047-2048

2048-2049

2049-2050

2050-2051

2051-2052

2052-2053

2053-2054

2054-2055

2055-2056

2056-2057

2057-2058

2058-2059

2059-2060

2060-2061

2061-2062

2062-2063

2063-2064

2064-2065

2065-2066

2066-2067

2067-2068

2068-2069

2069-2070

2070-2071

2071-2072

2072-2073

2073-2074

2074-2075

2075-2076

2076-2077

2077-2078

2078-2079

2079-2080

2080-2081

2081-2082

2082-2083

2083-2084

2084-2085

2085-2086

2086-2087

2087-2088

2088-2089

2089-2090

2090-2091

2091-2092

2092-2093

2093-2094

2094-2095

2095-2096

2096-2097

2097-2098

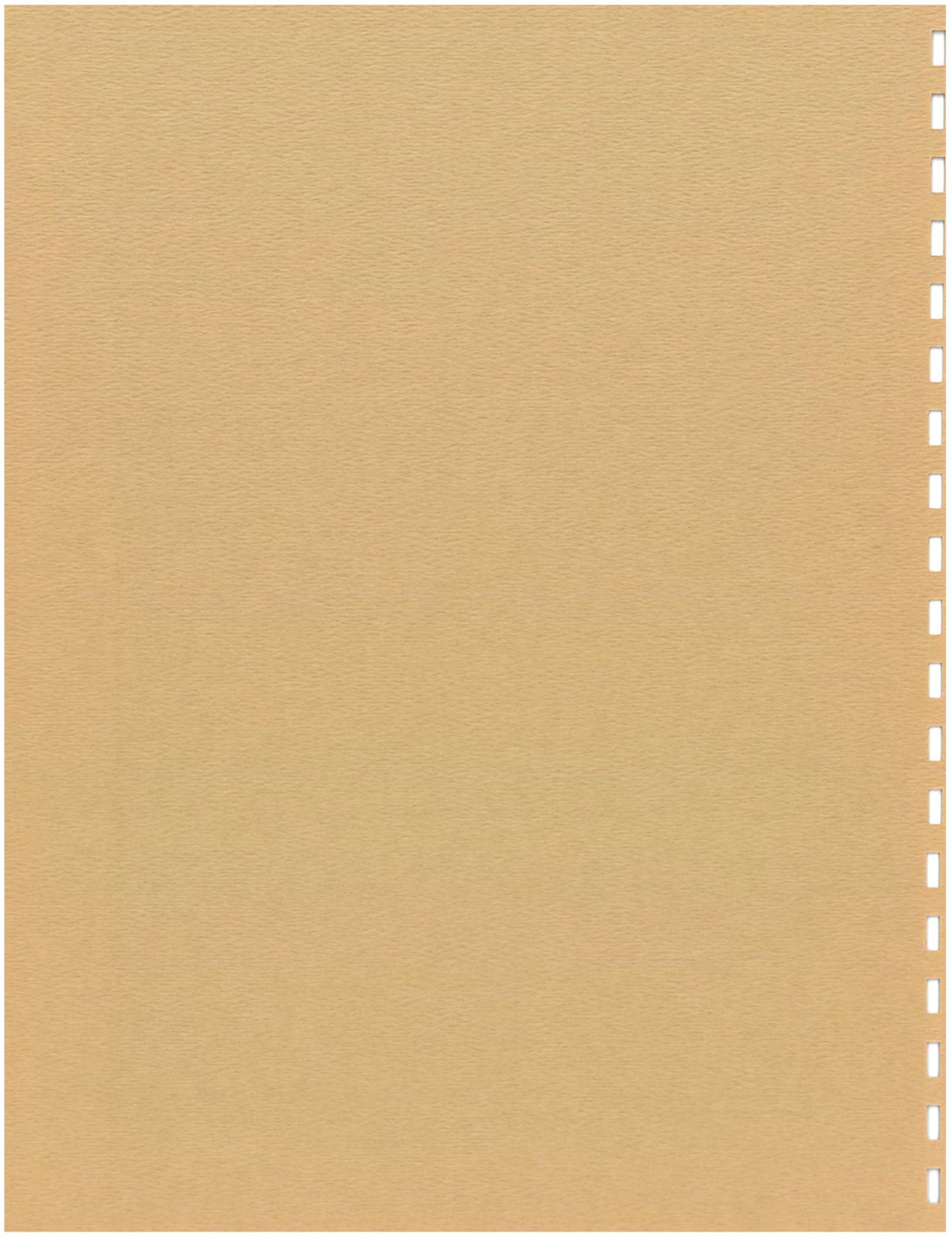
2098-2099

2099-20100

SECTION A

LAND USE PLAN





INTRODUCTION

The City of Key West, like all other communities, has various economic, social, and physical problems inherited from its past development decisions. In addition, it has been estimated that 10,500 new residents will enter the area within the next two decades. How will the future redevelopment or development decisions effect existing problems? Will inevitable future development create new development problems which future generations will be forced to solve, or will they make maximum use of the area's resources and ameliorate these problems? The purpose of this study is to find that course of action to guide Key West's future public and private decisions toward a pattern of activities (land uses) which will minimize these local problems.

Concern for Key West's pattern of land uses grows from the realization that although there are other causes and hence solutions to area problems, the location of the City's living, working, and recreating activities and the average density of these activities can either assist or restrict the ability of Key West's citizens to "earn a living" or achieve the "way of life" they desire. Thus the future location and density of land uses are the variables of the plan and Key West's unique problems and opportunities are the basis for the objectives which the plan must serve to achieve.

In the four sections that follow, Key West's problems and opportunities are identified, resultant objectives and recommended land development policies are defined, three alternative means for achieving area objectives are proposed, and finally, the various effects of the three alternatives are analyzed to provide the City with the criteria to determine which land use alternative will maximize Key West's objectives at a minimum of cost. Finally, the dispersed/low density option is refined after having been selected by the City.

PROBLEMS AND OPPORTUNITIES

The determination of a development direction for the City of Key West begins with a thorough knowledge of the City's problems and resources. These constraints and opportunities imposed by past development decisions which will influence future development of the area include Key West's economic potentials, its population characteristics, and its natural and man-made environments. The cumulative effect of these factors has produced certain development problems and/or opportunities which the best plan for the future pattern of Key West's activities must recognize. As stated in a recent editorial in the "Key West Citizen", "Realistic appraisal of local problems is necessary before we can take constructive remedial action."*

These existing problems which can be influenced by land use pattern follow::

1. Key West's most important asset and/or liability is its unique geography and climate. How can the area take maximum advantage of this resource while minimizing its potential dangers?
2. The passage of time breeds obsolescence. What will be done to ensure that every citizen of Key West has housing which meets the area's minimum accepted standards for occupancy?
3. Key West has a scarcity of existing buildable land, but a vast potential for improving marginal lands. How can future development and redevelopment use these resources efficiently and safely?
4. How can the mortgage investment and property insurance climate, which limits Key West's urban growth, be improved?
5. What can be done to preserve Key West's unique "conch area"?
6. One of the most important development decisions facing the area within the next two decades is the future location of the Key West Airport. Where should this major public investment be made to achieve the most benefits at a minimum of cost?
7. How can the standards of sanitary sewer and other public services be raised?

* "Key West Citizen", December 15, 1966.

OBJECTIVES

The foregoing issues and opportunities facing Key West give rise to the following objectives and various land development policies which are the proposed means for the City to move toward the achievement of these ends.

Expand and Diversify the Local Economy and Encourage Capital Investment by ...

- ... fostering the "selective expansion" of fishing industry related activities in the area; and,
- ... providing sites with access to air, boat, and truck modes of transport.

Develop the Tourist Potential of the Area by ...

- ... providing bus and air terminal facilities which will make the area more easily accessible to visitors;
- ... restoring and rehabilitating the area's historic resources;
- ... providing a wide range of recreational facilities and activities;
- ... protect the approaches to the City from unsightly, low standard development; and,
- ... make the area's water resources accessible and visible.

Establishing a More Desirable Living Environment by ...

- ... eliminating all substandard housing and provide a wider range of choice of housing types and densities for all economic and social groups;
- ... establishing standards for future urban development which will minimize the effects of tropical storms;
- ... providing public open space for recreation convenient to all residential areas;

- ... establishing a system of waterways, which will facilitate storm drainage and provide boat access to open waters;
- ... protecting property owners' property values by establishing regulations for controlling submerged land development;
- ... eliminating incompatible activities, which produce various nuisance effects, from residential areas;
- ... developing residential neighborhoods for family living in locations contiguous to existing residential development with a circulation system free from thru traffic and serviced by the requisite school, open space, and convenience shopping facilities; and,
- ... developing retirement and tourist housing areas with requisite specialized supporting facilities.

Establish a Pattern of Activities Which Will Eliminate Social Problems and Promote the Highest Degree of Social Well Being for all Segments of the Community by ...

- ... developing a pattern of land uses which minimizes the distances between working, living, shopping, and recreating areas;
- ... regulating submerged and marginal land development to minimize future storm damage;
- ... establishing a pattern of development that will best integrate military - civilian activities;
- ... providing the highest standards of public open space facilities in low income sectors of the city;
- ... developing a functional and efficient pattern of convenience and comparison shopping areas for area residents and specialized shopping areas for transients; and,
- ... eliminate blighted housing units from the City.

ALTERNATIVE PLANS

Given these Key West area objectives identified above, the task is to determine what alternative configuration and density of Key West's future land use (i.e., plan) will provide the best means to achieve these ends.

Although many land use arrangements are possible, only three contrasting proposals are developed. What follows is a description of the average densities and activity locations of each of the three alternatives. In a subsequent section, the criteria for selecting the better alternative is provided by analyzing the relative costs and benefit effects of each alternative on Key West's objectives.

Alternative #1

Controlled Expansion Pattern

This alternative continues the past trends in average density. However, more positive control would be exercised over the location of various activities in the pattern. Particular emphasis is given to influencing the pattern of marginal or submerged land development and the existing air terminal located to the northeast of the island in the vicinity of Calda Bank.

Approximately 400 acres of new residential space is located through the Key West area (by in-filling existing vacant land), at the vacated airport site, and north of Stock Island by submerged land expansion.

Approximately 100 additional acres of industrial space for future working activities would be located adjacent to the proposed Calda Bank air terminal with limited expansion in southeast section of Stock Island. The existing working activity center south of Key West Bight would not be expanded.

Existing commercial uses, which are currently situated in a linear pattern and paralleling Highway #1, Roosevelt and Truman Avenues, and Simonton and Duval Streets, would be retained; and, intensified to develop a commercial corridor with nodes in the vicinity of the existing CBD and the intersection of JFK Drive and Roosevelt Boulevard.

Alternative #2

Dispersed, Low Density

The dispersed, low density alternative involves a change in present development densities. In this alternative, existing substandard housing areas are redeveloped and new areas are platted at lower residential densities more typical of continental communities.

Emphasis is placed on the relocation of the airfield and the potential framework this public investment could provide for private investment in the vicinity of Calda Bank. The causeways, whose cost would be more than offset by savings on the amount of fill required at this location, will provide access not only to the airfield but could also provide opportunities for recreation, housing, and working areas, at varied locations previously inaccessible. The recreation lands could be developed over city garbage and on trash fills.

Six hundred acres of residential land are distributed at an average density of 7 dwelling units per acre in the vicinity of the existing airport, both to the east and west of the junior college and in the areas proposed for redevelopment.

Although various aforementioned constraints exist to the future development of industry in the Key West area, this alternative would attempt to make the area more attractive to potential industries by providing approximately 100 acres of industrial land adjacent to "deep water" north of Fleming Key and the proposed air terminal in the vicinity of Bay Key.

Commercial activities in this arrangement would be clustered and specialized. The existing CBD becomes specialized in tourist and military related commercial activities. The major comparison shopping center is located in the vicinity of JFK Drive and Roosevelt Boulevard. Neighborhood convenience shopping activities are clustered at United and Simonton Streets, Bertha Street and Flagler Avenue, Truman Avenue and White Street, Flagler Avenue and JFK Drive, Highway #1 and 17th and Highway #1 and MacDonald Avenue, and Key Haven Road and Highway #1.

Alternative #3

Containment/Redevelopment Alternative

This alternative would limit marginal land expansion and focus all efforts and resources on the redevelopment of worn out areas of the City and eliminating deficiencies in the existing urban pattern. Regional actions implicit in this course of action include redevelopment of the City's existing substandard housing areas at higher densities, improvement of the circulation system and various other community facilities and expansion of the air terminal at its present location.

This alternative provides approximately 300 additional acres of residential space at an average density of 15 dwelling units per acre. Implicit in this alternative is the need to redevelop existing substandard areas at high densities. The additional working activity acreage would be accommodated in this pattern by expanding at existing locations. Commercial activities are dispersed throughout the pattern.

CONSEQUENCES

Given area objectives and three possible means to achieve them, the task is to determine which is the best course of action to achieve these ends. The description of the relative effects of each alternative will provide the criteria to assess which alternative, or which combination of alternatives, or what other possible course of action will provide the highest net benefit to area objectives at the lowest cost. The analysis of the effects of the three alternatives of area objectives follows.

The desire to expand and diversify the local economy would probably be facilitated best by dispersal and to a lesser extent by the controlled expansion, since these two alternatives would both provide adequate space adjacent to the air terminal at the Bay Key and Calda Bank locations, respectively. Both alternatives also provide sites with access to "deep water". However, the Bay Key location would minimize the nuisance effects of the terminal on housing areas located on Dredgers Key. Both alternatives would make available prime residential sites at the location of the existing terminal.

The containment pattern clearly does not open attractive sites for future industrial activities; industry would be located primarily in the southeast sector of Stock Island and, to a lesser extent, south of Key West Bight. The former location is "up-wind" from the living areas of the City and inaccessible by air, deep water, boat, and truck transportation.

The desire to develop the tourist potential of the area would probably be best facilitated by the Dispersion Alternative. The location of the air terminal in the vicinity of Bay Key, accessible from Stock Island and Fleming Key, would provide desirable sites adjacent to the causeways. The additional costs of roadway to locate the terminal further to the north would be more than offset by decreases in land-fill costs at that location. This location of the air terminal would also serve to provide flood tide protection, provide water access for recreation sites. The Controlled Expansion with the Calda Bank terminal location would also provide many of these benefits but to a lesser extent.

Both the Dispersion and Controlled Expansion proposals would aid in preserving the City's historic areas better than the Containment configuration. If the latter proposal were adopted, major redevelopment at higher densities would be required to accommodate the expected population or, new residents would be forced to locate on keys to the east of Key West. Higher density development would require housing types that may be difficult to blend with the historic pattern.

Establishing a more desirable living environment could be quantitatively accommodated by all three alternatives; the main difference would be in the qualitative features of the housing environment. The Dispersion Alternative would offer a wider range of housing location and more segregation from incompatible non-residential uses, more uniform densities, and protection from tropical storms. Controlled Expansion would offer a somewhat better opportunity to develop efficient neighborhood units with requisite public facilities. The Containment approach would provide a higher density living environment.

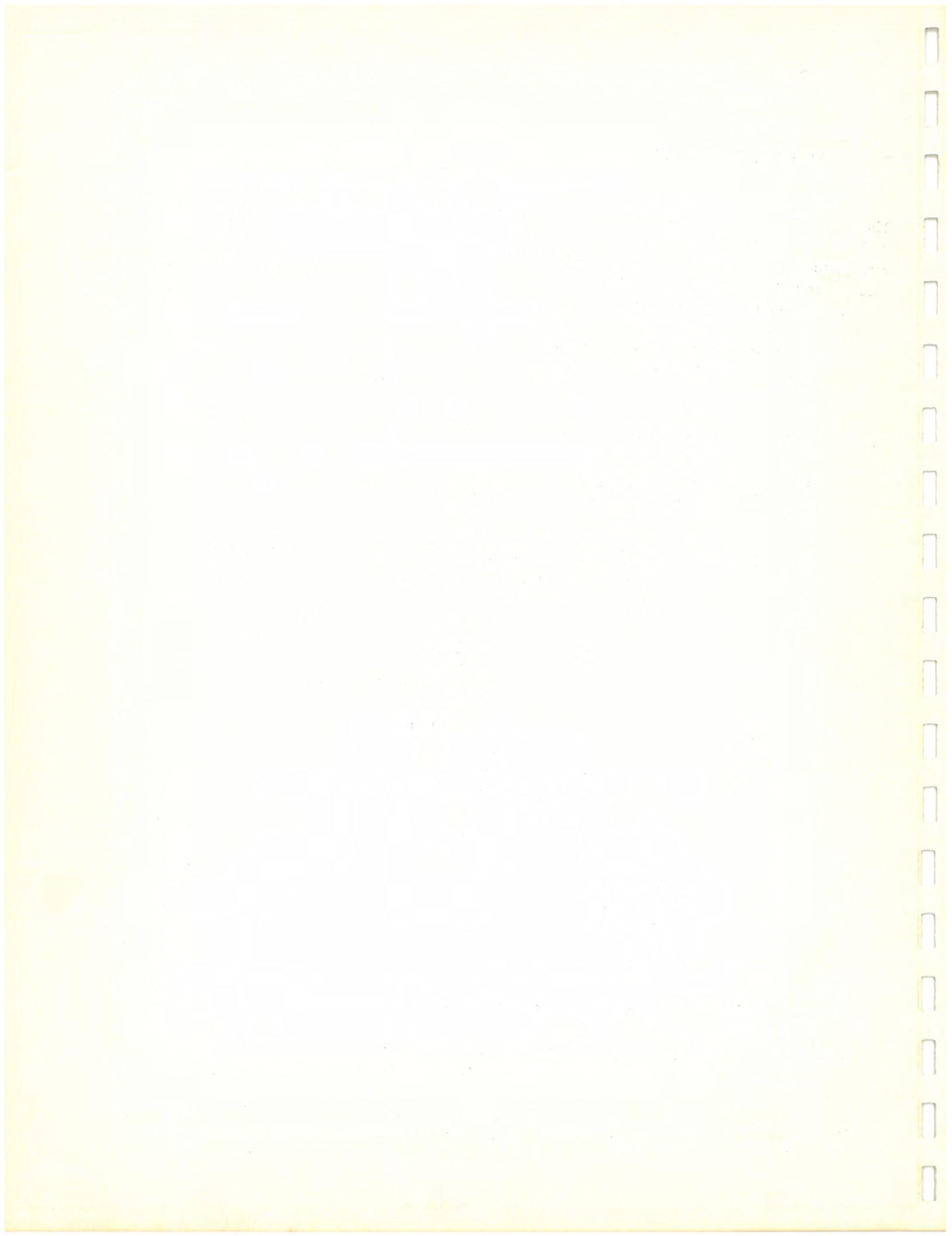
The elimination of social problems, assuming this can be effectuated by the physical environment, would be accommodated by the Dispersal Alternative by providing the lowest population densities and the clearest segregation of land uses.

This cursory discussion of some of the possible effects of the three proposals on Key West's objectives is regrettably incomplete. This author or no single resident or group of residents of Key West could predict all the effects of the three alternatives proposed. The objective is to stimulate local discussion of Key West's development issues and criticism of these three courses of action which Key West's future development could follow. Only with this feedback can a plan be prepared which will reflect the values, desires, and resources of the citizens of Key West.

PROPOSED LAND USE PLAN

The three land use options were developed and presented to the City of Key West in March of 1967. In the ensuing months the relative desirability of each of the three plan options have been discussed. The City officially stated its decision to pursue the dispersed low density concept (Alternative #2). The proposed land use pattern is shown in Diagram 1. The land use policies implicit in this approach include:

1. Eliminate blighted housing, lower housing densities, eliminate non-residential uses, and develop the City's housing areas into a series of specialized neighborhood units to house a population of 55,000 by the mid-1980's.
2. Cluster Key West's business establishments into the following specialized centers:
 - a. Region serving office and comparison shopping centers - Key West CBD and North Roosevelt - JFK Boulevard complex.
 - b. Tourist serving commercial/recreation areas - Duval and Flagler, Mallory Square area and proposed airport commercial/recreation area to the north adjacent to the proposed airport to be located in the vicinity of Calda Bank.
 - c. Neighborhood serving convenience shopping areas - United and Simonton, Bertha and Flagler, Truman and White, Flagler and JFK, North Roosevelt and 17th, U.S.1 and Cross, and U.S. 1 and MacDonald.
3. Concentrate industrial establishments into three industrial centers that are free from residential and business uses, accessible to water, air, and land transportation and are provided with high standards of public service at the following three locations in the vicinity of Stock Island Harbor, Key West Bight, and North of Fleming Key.
4. Develop a circulation pattern consisting of the following specialized types of facilities:
 - a. Thoroughfares and Waterways - function to move auto and boat traffic between but not through activity centers in Key West and to deep water respectively, and focused to afford the highest relative accessibility to the two regional shopping areas.
 - b. Feeder Streets and Canals - function to move traffic from within activity centers to thoroughfares and waterways.
 - c. Access Streets and Canals - function to discourage traffic other than to gain access, by boat or automobile, to property.
5. Develop a pattern of public facilities that provides essential services to the residential, business, and industrial activity centers proposed.

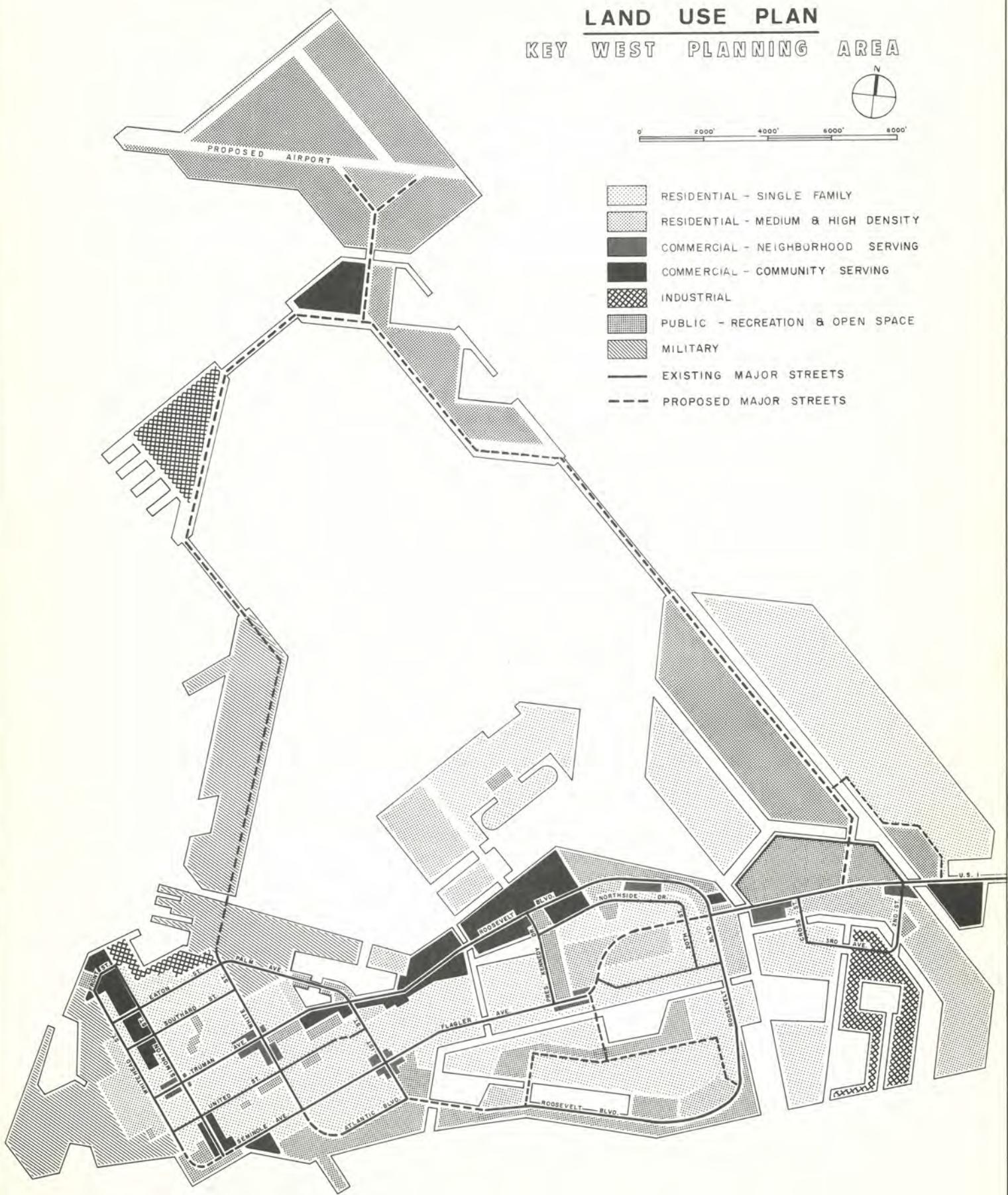


LAND USE PLAN

KEY WEST PLANNING AREA



0' 2000' 4000' 6000' 8000'



APPENDIX

Generalized Space Needs

Housing Activities

1. The existing housing density was determined as follows:

The estimated number of dwelling units (9,023 excluding planning units 11 through 15) was divided by the number of acres currently devoted to residential use (908.0) to obtain the current net residential density of 9.9 dwelling units per acre.

2. Alternative net housing density standards were first tentatively established for each of the three land use alternatives as follows:

Controlled expansion alternative	-	9.9 dwelling units per acre
Dispersal alternative	-	7. dwelling units per acre
Containment alternative	-	15. dwelling units per acre

After the dispersed low density alternative was selected, recommended housing unit densities were assigned based on the City's desire to lower residential densities. It should be stated that these densities will not be achieved if existing trends in land development are continued. These densities represent goals that will require various actions by the City if they are to be achieved.

A low residential density area is defined as an area where single-family detached structures are prevalent. Density ranges of this type of housing would range from five dwelling units per acre in newer subdivisions to nine dwelling units per acre in the older areas of the City.

A medium to high density area consists of duplex, mobile homes, and/or apartment units. Desired density ranges for these housing types would range from ten dwelling units per acre and over.

Given these density categories, proposed density standards were assigned to each block in the Key West region based on the assumption that the following actions will be taken:

1. Existing densities in the residential areas of the City that were recommended for redevelopment or rehabilitation in the Neighborhood Analysis will be lowered by means of a combination of City minimum housing and zoning code enforcement and federally assisted rehabilitation and redevelopment.
2. The Key West airport will be relocated to the Bay Key location.

3. Land use control ordinances will be extended to cover all areas within the Key West planning region.

4. The City will develop controls over land fill operations.

The following table identifies the existing and proposed housing densities for each of the 17 neighborhoods or planning units of the City and the proposed means of implementing the desired change.

Existing and Proposed Residential Density by Planning Units

<u>Planning Unit Number</u>	<u>Existing Density - 1967</u> Net Residential Area (acres)*	<u>Number of Dwelling Units**</u>	<u>Density</u>	<u>Approximate Desired Density - 1987</u>	<u>Method of Change***</u>
1	57.0	961	16.9	10	Urban Renewal, north of United Street - Redevelopment and Heavy Rehabilitation south of United - Light Rehabilitation, Code Enforcement (housing and zoning)
2	14.7	266	18.1	10	Urban Renewal, north of Fleming Street - Heavy Rehabilitation south of Angela Street - Redevelopment, Code Enforcement (housing and zoning)
3	21.8	384	17.6	10	Urban Renewal, total area - Heavy Rehabilitation with historic preservation, Code Enforcement (housing and zoning)
4	74.5	1,404	18.8	10	Urban Renewal, east of cemetery paralleling White Street - Heavy Rehabilitation, rest of area - Redevelopment with historic preservation, Code Enforcement (housing and zoning)
5	75.8	1,059	13.8	10	Urban Renewal, north of United and 2 blocks west of Reynolds Elementary - Heavy Rehabilitation, south of United to Seminole - Light Rehabilitation, Code Enforcement (housing and zoning)
6	41.2	675	16.4	10	Urban Renewal, total area - Heavy Rehabilitation, Code Enforcement (housing and zoning)

Existing and Proposed Residential Density by Planning Unit
(cont.)

Planning Unit Number	Existing Density - 1967		Approximate Desired Density - 1987		Method of Change***
	Net Residential Area (acres)*	Number of Dwelling Units**	Density	Desired Density - 1987	
7	99.6	1,154	11.6	8	Urban Renewal, north of United and west of Pearl - Heavy Rehabilitation, north of Flagler south to United north of Thompson and to 5th Street east of Thompson and one block deep along 1st Street - Light Rehabilitation, Code Enforcement (housing and zoning)
8	115.9	1,032	8.9	8	Urban Renewal, west of Canal and 8th - Light Rehabilitation, Code Enforcement (housing and zoning)
9	142.8	1,326	9.3	8	Urban Renewal, JFK and Flagler - Redevelopment of apartments, Navy housing - Rehabilitation, Code Enforcement (housing and zoning)
10	54.3	259	4.76	5	Airport relocation
11	-	-	-	5	Airport relocation
12	-	-	-	5	Land fill
13	Navy	Navy	Navy	Navy	-
14	Navy	Navy	Navy	Navy	-
15	Navy	Navy	Navy	Navy	-
16	26.5	128	4.8	5	Land fill
17	140.5	721	5.1	12	Desirable mobile home density to be achieved with land use control ordinances
Total Planning Area	908.0	9,023	9.9	7	

* Existing Land Use Study, Milo Smith + Associates, Inc.

** Aedes Aegypti Mosquito Control Data.

*** Key West Neighborhood Analysis, Volume 1, Part E, Milo Smith + Associates, Inc.

3. The estimate of the future number of dwelling units required to house the expected population was obtained as follows:

The current number of persons per dwelling unit was obtained by dividing the 29,629 people in civilian areas by the existing (10,000) dwelling units in these areas. Assuming this resultant ratio of 3.0 persons per dwelling unit remains constant and a given population increase of 10,500 people, approximately 3,500 additional dwelling units will be required by 1987. Assuming a 1% loss per year of the existing housing stock due to fire, conversions, demolition, etc., approximately 700 new units will be required within the next two decades.

4. Given the approximate acreage which will be devoted to residential use and the densities from Step 2, the following table identifies the approximate holding capacity of the Key West region's 17 residential neighborhoods.

Residential Holding Capacity, Key West Planning Units-1987

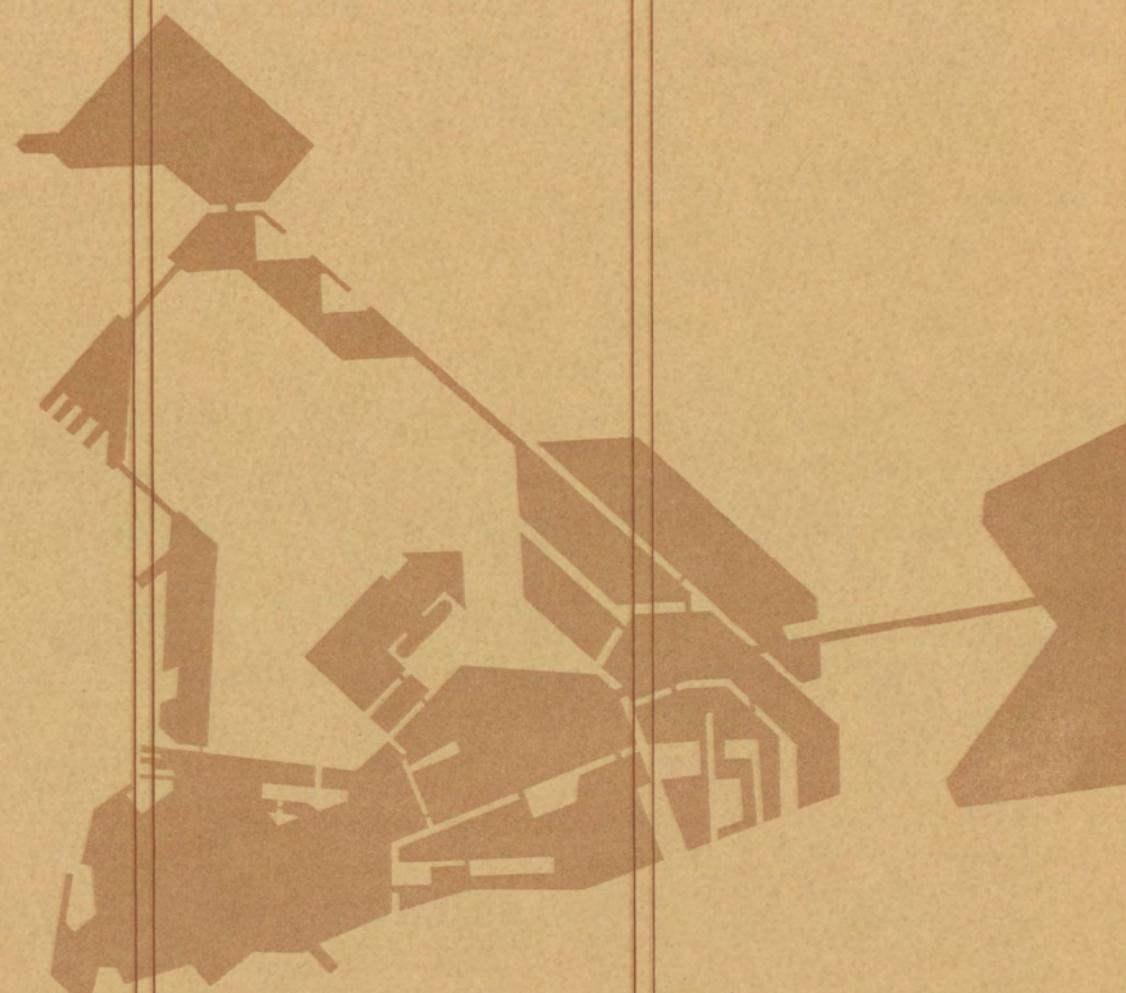
<u>Planning Unit Number</u>	<u>Approximate Residential Acreage</u>	<u>Residential Density</u>	<u>Approximate Holding Capacity (Number of Dwelling Units)</u>
1	65	10	650
2	15	10	150
3	25	10	250
4	75	10	750
5	75	10	750
6	42	10	420
7	100	8	800
8	120	8	960
9	150	8	1,200
10	150	5	750
11	200	5	1,000
12	100	5	500
13	Navy	Navy	-
14	Navy	Navy	-
15	Navy	Navy	-
16	600	5	3,000
17	<u>200</u>	<u>12</u>	<u>2,400</u>
Total	1,917	7 ⁺	13,850

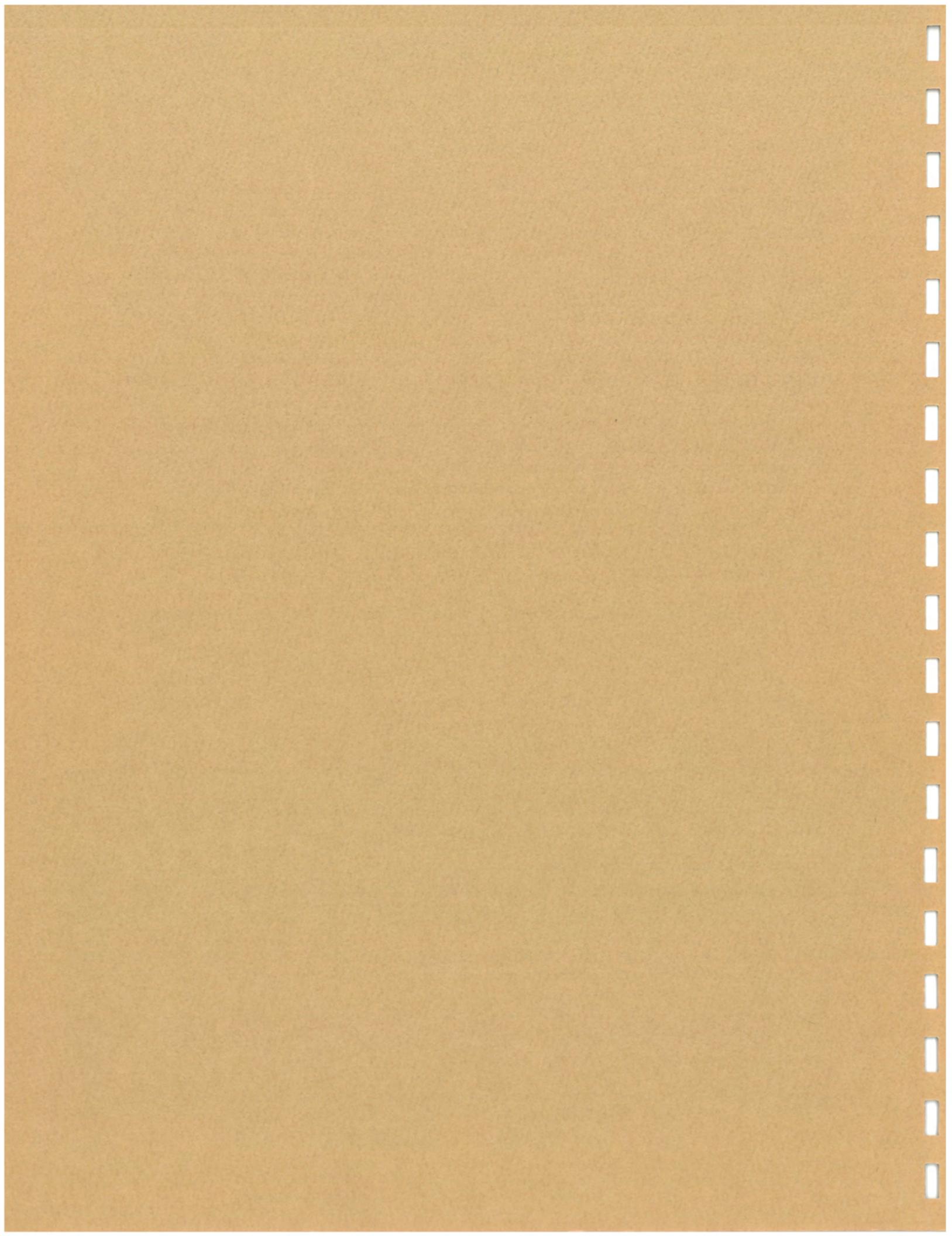
It can be seen that the number of dwelling units which are estimated to be required by 1987 (13,500 from Step 3 above), can be accommodated at the densities recommended.



SECTION B

THOROUGHFARE PLAN





INTRODUCTION

"No single factor has had a greater impact upon the character of our cities than have our modes and routes of transportation. Mass transportation, which originated about 1830 with the horse-drawn omnibus, followed by the suburban railway in the 1850's, the cable car in the 1880's and 1890's, and the elevated railway, electric streetcar and the subway in the early 1900's, resulted in much greater mobility of city people and made possible the concentration of large industries in urban centers. Accessibility to the routes and terminals of these transportation systems has determined to a large degree the central points of most of our large urban communities. However, the development of the automobile and its extensive use for private transportation are greatly altering this pattern of urban growth."*

Due to the unique physiographic characteristics of Key West, problems of automobile congestion did not appear until years after the inadequate streets of cities of similar size had begun to be a source of irritation for hundreds of drivers of private, engine powered, vehicles. For Key West, the age of the automobile began with the conversion of the Florida East Coast Railway roadbed through the keys to accommodate not rail traffic but ever increasing numbers of rubber tired vehicles. Today, the Overseas Highway still provides Key West with its main source of access to the Florida mainland.

In human terms, "a transportation system is the circulation system of a city".** It not only facilitates inter- and intra-city travel but provides the means for delivery and replenishment of goods that enable the urban life to continue. Vehicular circulation takes place over permanent facilities - streets - that normally occupy roughly 30 per cent of the total developed land in urban areas. City streets so determine the location, character, and extent of urban development that they have been termed the "skeletal framework" of the city. "The transportation system can therefore be considered as the major structural element of the urban community."***

* Donald H. Webster, Urban Planning and Municipal Public Policy. (New York: Harper and Bros., 1958), p. 169.

** Local Planning Administration, ed. Mary McLean (Chicago: The International City Managers' Association, 1959), p. 189.

*** Ibid., p. 189.

Purpose and Scope

The purposes of thoroughfare planning are to secure travel that will be faster, safer, and more pleasant, as limited by the ability of the urban community to pay for such improvements. With regard to transportation analyses within the Key West planning area, the Key West Thoroughfare Plan involves such considerations as land use proposals, existing street patterns, regional highway plans, traffic generators, topography and soil conditions, recent traffic surveys and studies, population densities, and public transportation facilities. Also included is data relative to parking in Key West. The final product of these analyses is a Thoroughfare Plan based on a 20-year anticipated need which not only offers proposals for street planning but for off-street parking as well.

EXISTING STREET PATTERN

Topography and Soil Characteristics

Necessitating a rather unique approach to thoroughfare planning is Key West's island character. Composed basically of Miami oolite limestone with areas of man-created fill, and having little variation in elevation, Key West and the remainder of its planning area offer two basic problems to Thoroughfare Plan development: (1) the islands are so densely developed that, without the use of fill, proposals must necessarily be limited to those which closely approximate existing street alignments and, (2) the density of development places such a premium on existing land that right-of-way acquisition of any kind is financially difficult.

Existing Street System

The street pattern of Key West is basically a gridiron. This pattern is common in areas which are relatively free of great changes in topography or which are not affected by natural barriers. While such a system has advantages in that it is easy to lay out, easy to describe, and easy to number, it has the disadvantages of making diagonal crossings inconvenient, offers difficulties in differentiating between major and minor streets and, from an aesthetic standpoint, may often appear to be monotonous.

At the present time, the Key West planning area contains over 99 miles of streets. A more thorough breakdown is described in Table 1.

Table 1

<u>Street Mileage Location</u>	<u>Key West Planning Area Miles of Street</u>
Key West	75.7 miles
Naval Base and Annex	8.7
Stock Island	10.2
Raccoon Key	<u>4.8</u>
Total Planning Area	99.2 miles

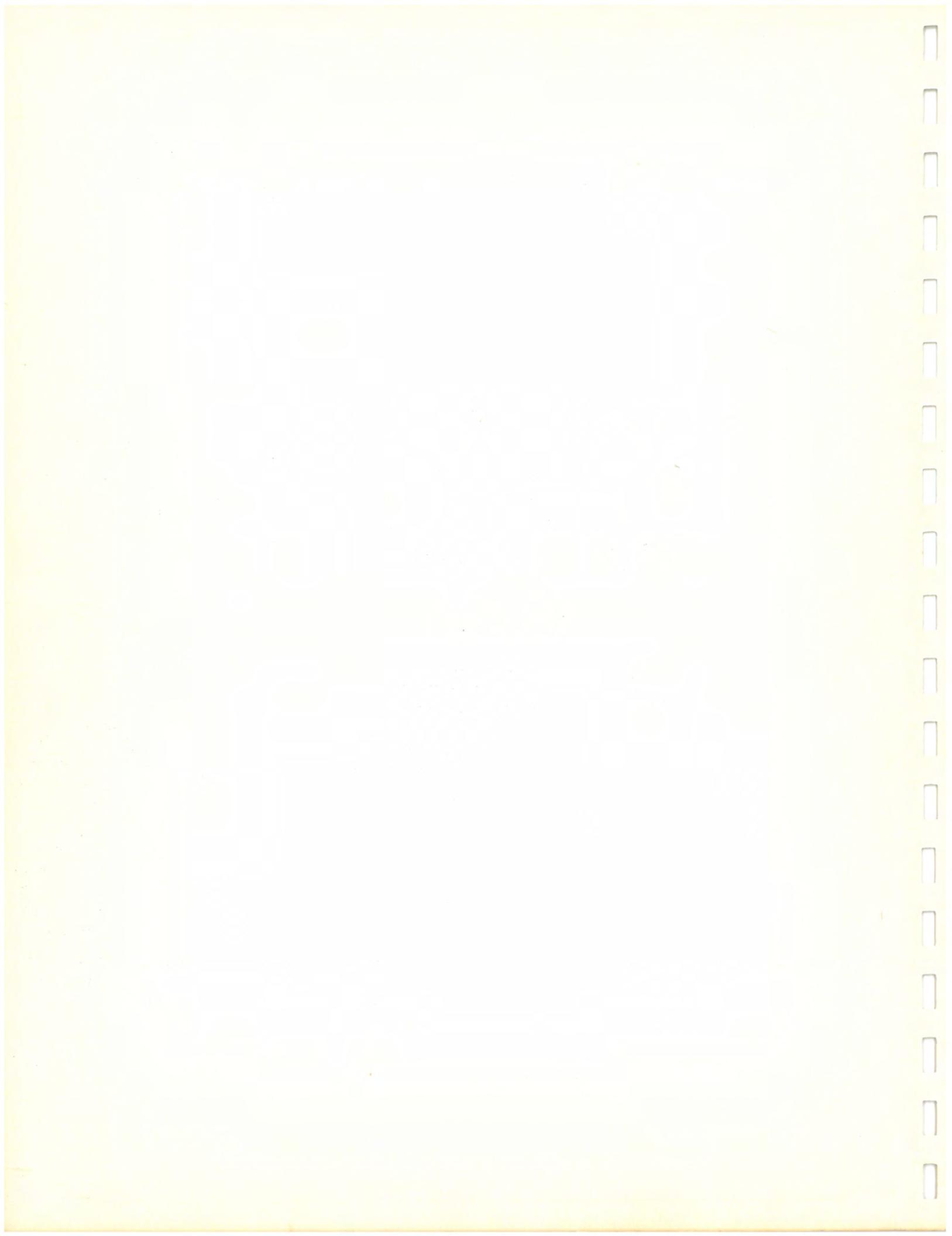
All of the street mileage has been paved by either the surface treatment method or with asphaltic concrete. However, in a few cases the pavement is badly deteriorated. As shown on the Street Conditions Map, such deterioration is found to the extent of 1.1 miles of street on Stock Island and 0.1 mile on Raccoon Key. Further information on street use and condition may be found on descriptive graphics to follow.

Street Classifications

As an analysis aid for planning purposes, city street classification is commonly based on a three-tiered concept -- the type of service provided by the streets determining its ranking in this concept. Specifically, these classifications are as follows:

Arterial Streets - Their primary purpose is to move vehicles in large volumes. Access to property is only a secondary function and is limited where possible. In terms of street capacity, a good arterial rule of thumb is 600 vehicles per hour per lane. From an ideal standpoint, the minimum roadway width for such a street is 48 feet. Desirable spacing of arterials is from 2,000 to 3,000 feet. The arterial street should be at least one-half mile in length and the system of arterial streets should form a logical pattern of traffic movement. Normally arterial streets should not penetrate neighborhood areas but should be adjacent to them. Arterial streets should have pavements which in structure, are adequate for all vehicles of legal size and weight. Arterial streets should have continuity and consistency in such features as alignment and design features "(curb radii of 25-30 feet; maximum grades of 6 per cent; at least 12 feet of distance from back of curb to right-of-way limit to provide space for sidewalks, utilities and sight distance at intersections, etc.)".*

*Traffic Engineering Handbook, ed. John E. Baerwald (Washington: Institute of Traffic Engineers, 1965), p. 552.



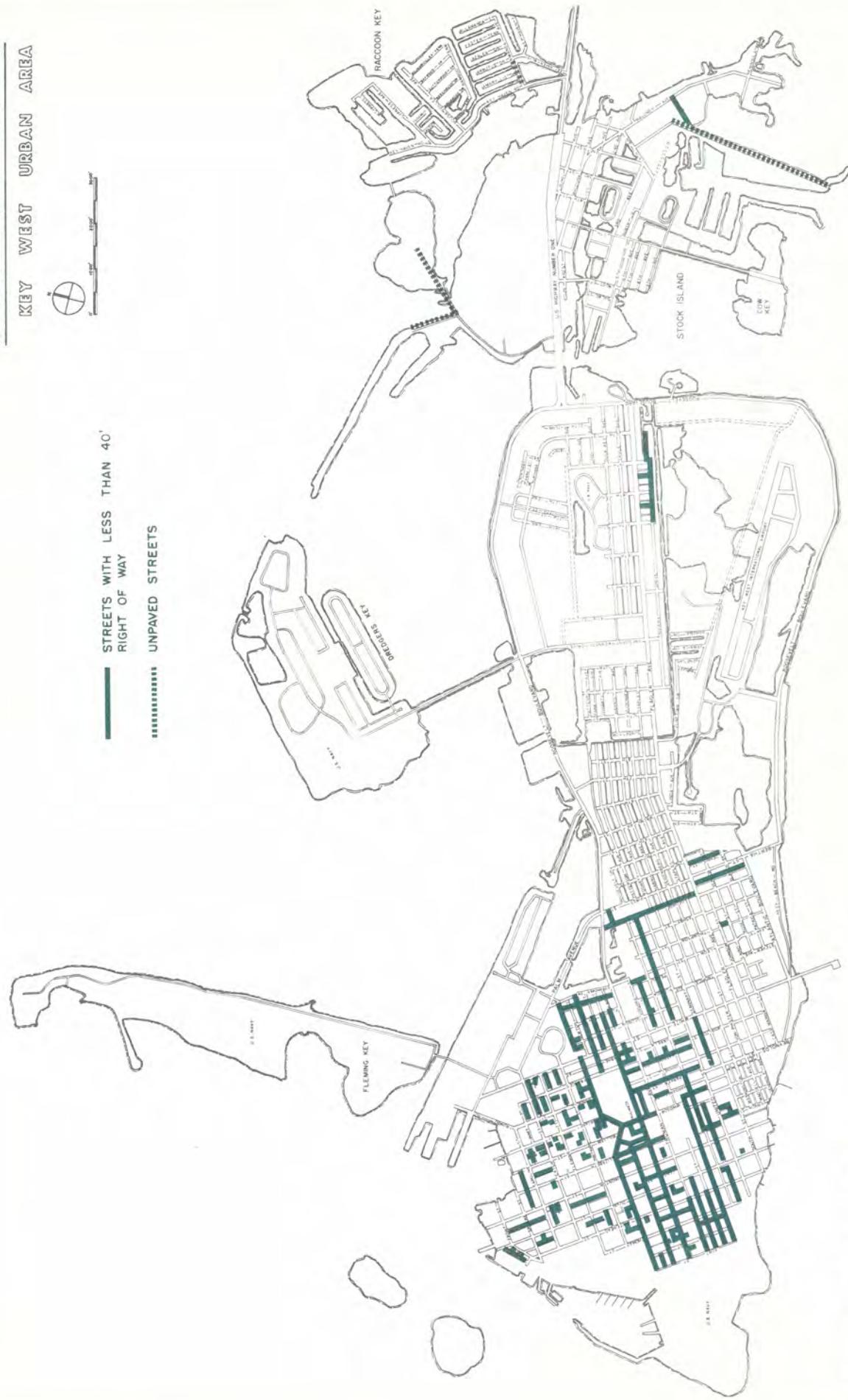
STREET CONDITIONS MAP

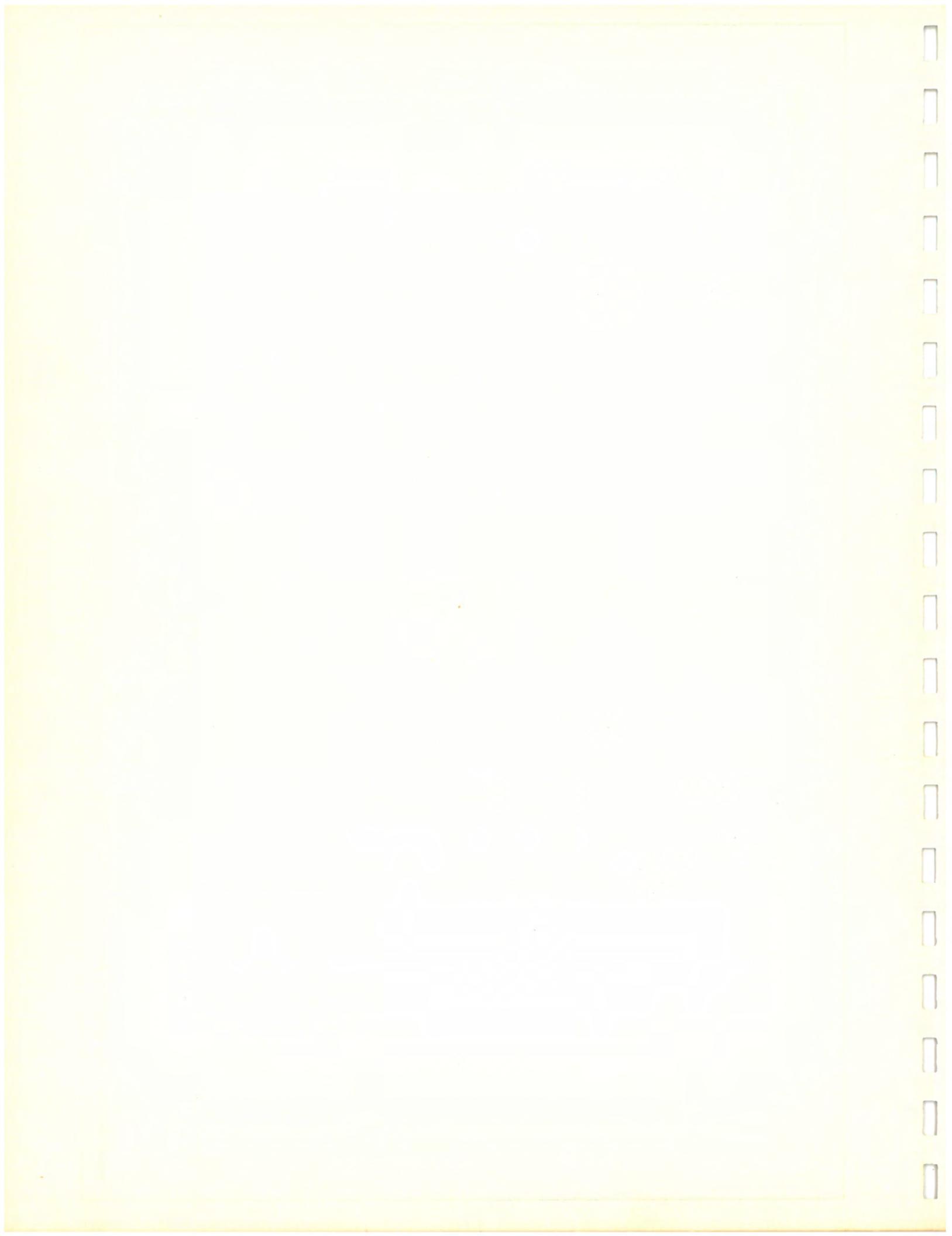
KEY WEST URBAN AREA



— STREETS WITH LESS THAN 40'
RIGHT OF WAY

····· UNPAVED STREETS





TRAFFIC MOVEMENT MAP

KEY WEST URBAN AREA

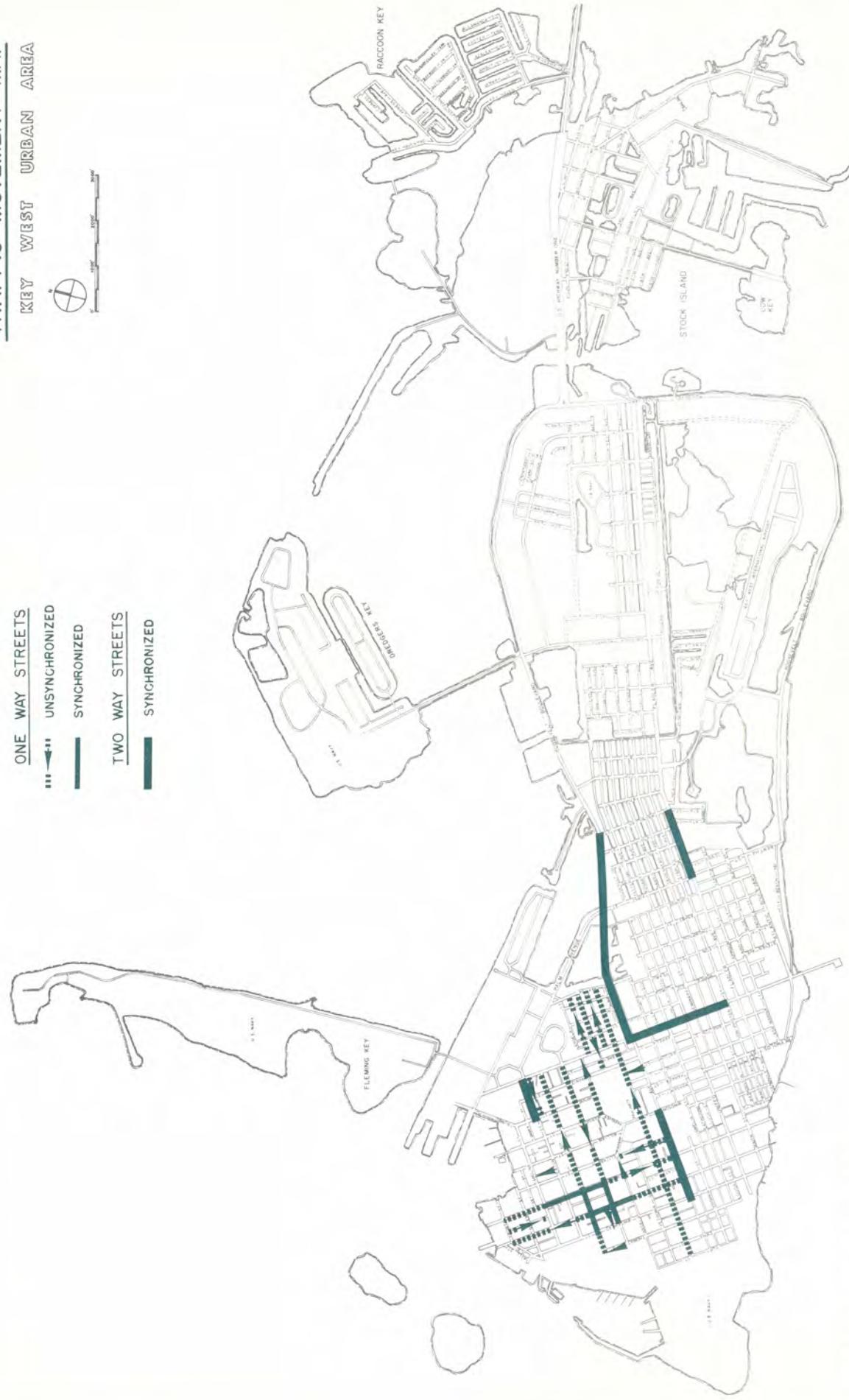


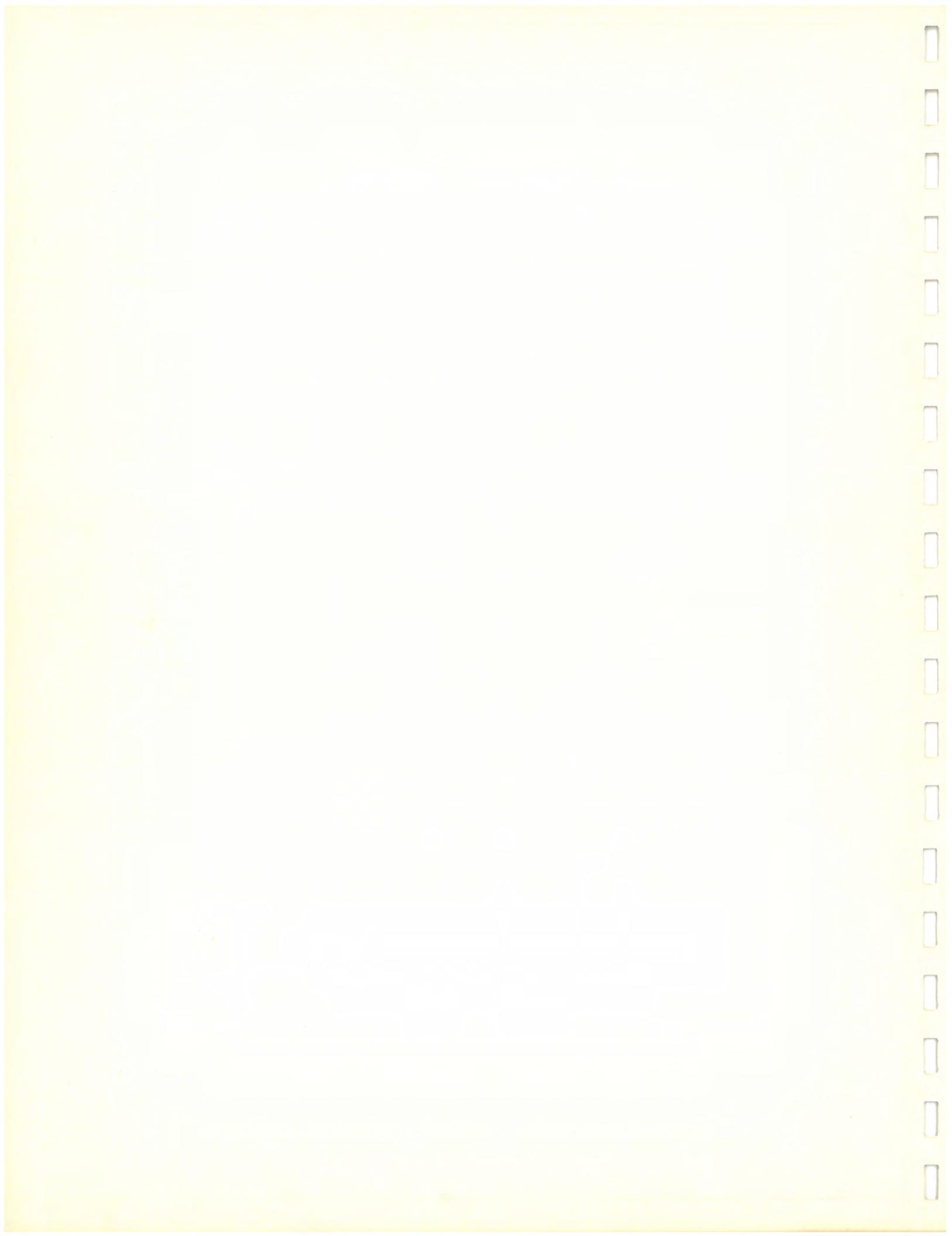
ONE WAY STREETS

—> UNSYNCHRONIZED
— SYNCHRONIZED

TWO WAY STREETS

— SYNCHRONIZED





Collector Streets - "The collector street is primarily a residential phenomenon, serving to drain traffic off local streets before volumes get too high, and leading the traffic to arterials or to local generators such as schools, shopping centers, or community centers."* As with arterial streets, providing access to property is a secondary function of collector streets. Residential buildings should not face onto or have driveways entering the collector. On-street parking should be discouraged. Right-of-way widths typically vary between 60 and 80 feet with pavement widths of 40 to 48 feet.**

Local Streets - Land service is the primary function of the local street. That is, such streets exist for the purpose of providing access to property. The movement of traffic is a secondary function. In carrying out their function, local streets serve as utility easements, open space to provide light and air, and as elements of urban design as well as, many times, a space for vehicular storage. For such residential streets, right-of-way widths vary between 50 and 66 feet while pavement widths generally vary from 26 to 38 feet.

For a graphic display of this street classification system as applied to the City of Key West, refer to the Street Classifications Map.

Major Traffic Generators

As procedures necessary for the computation of specific traffic generation data are beyond the scope of this report, only generalized areas of major traffic generation are presented on the following map. Such areas were identified by relating existing land use data to factors used to develop weekday trip origins as presented in the Traffic Engineering Handbook.***

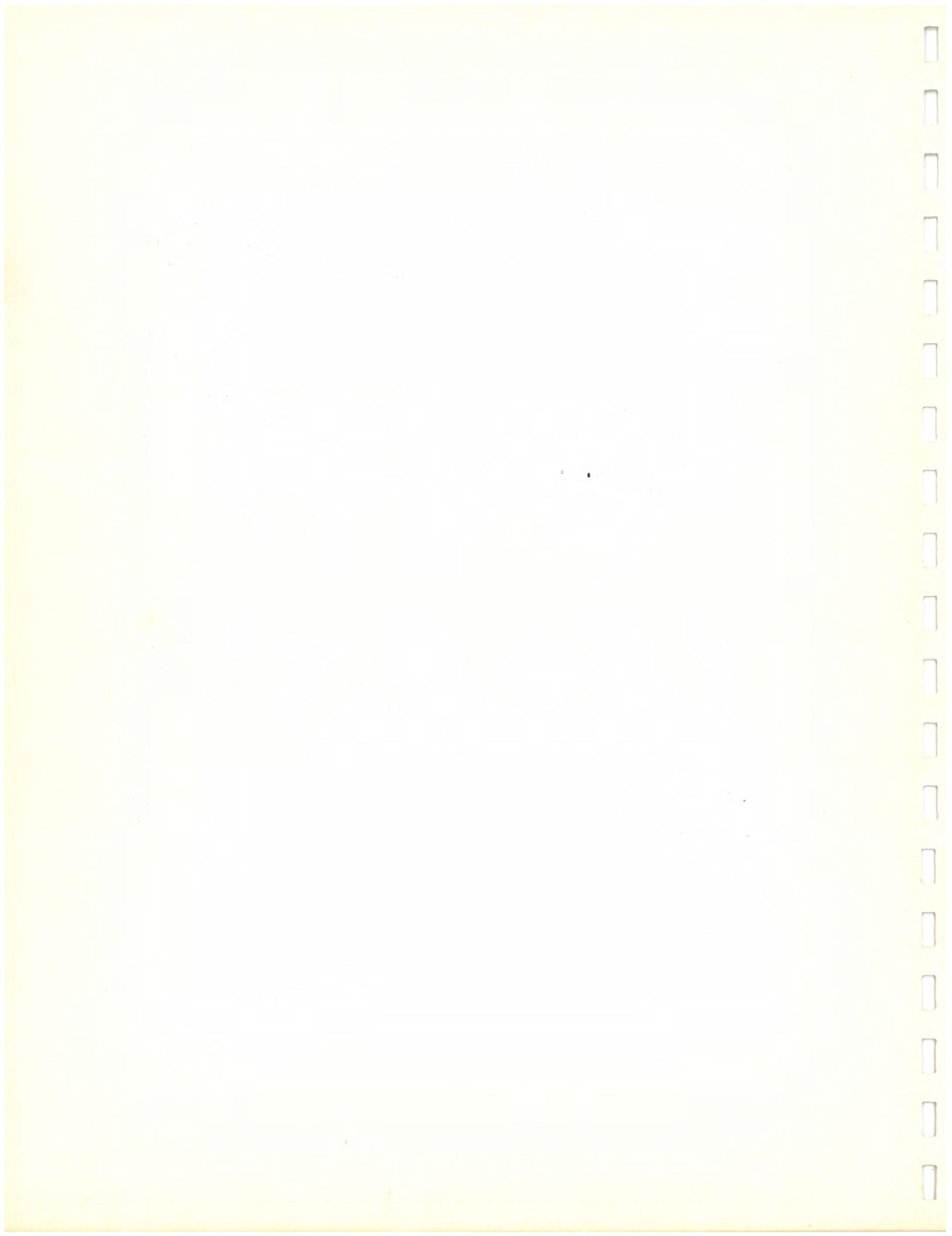
Traffic Volumes

State Road Department estimates indicate that by 1985, 55,000 vehicles will be registered in Monroe County. Of those vehicles, the 1985 projection shows 28,000 to be passenger cars.

* Local Planning Administration, op. cit., p. 196.

** Ibid.

*** Traffic Engineering Handbook, op. cit., pp. 197-198



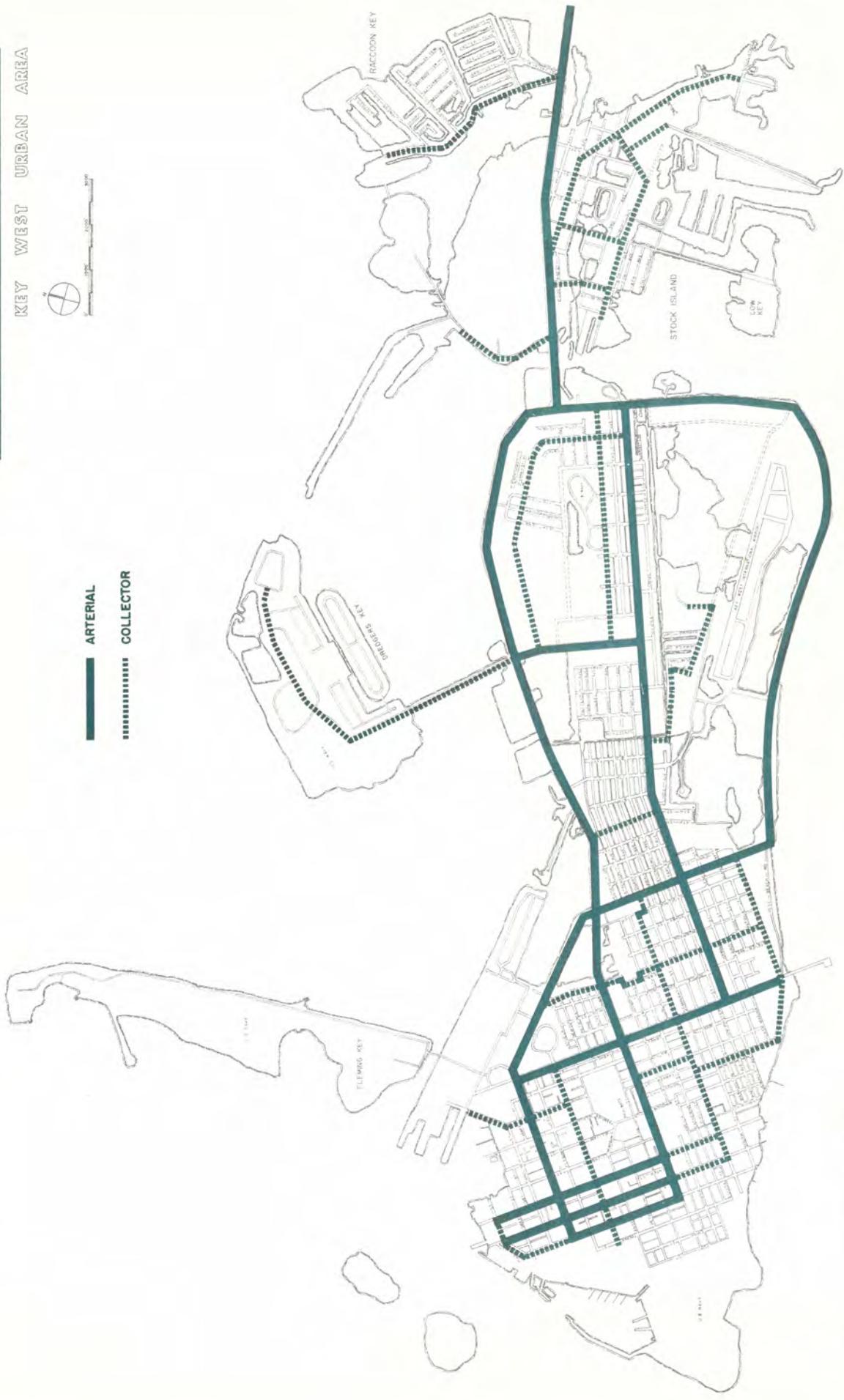
EXISTING STREET CLASSIFICATIONS

KEY WEST URBAN AREA



ARTERIAL

COLLECTOR

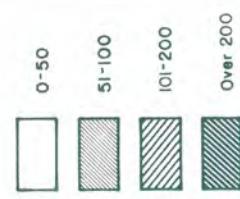


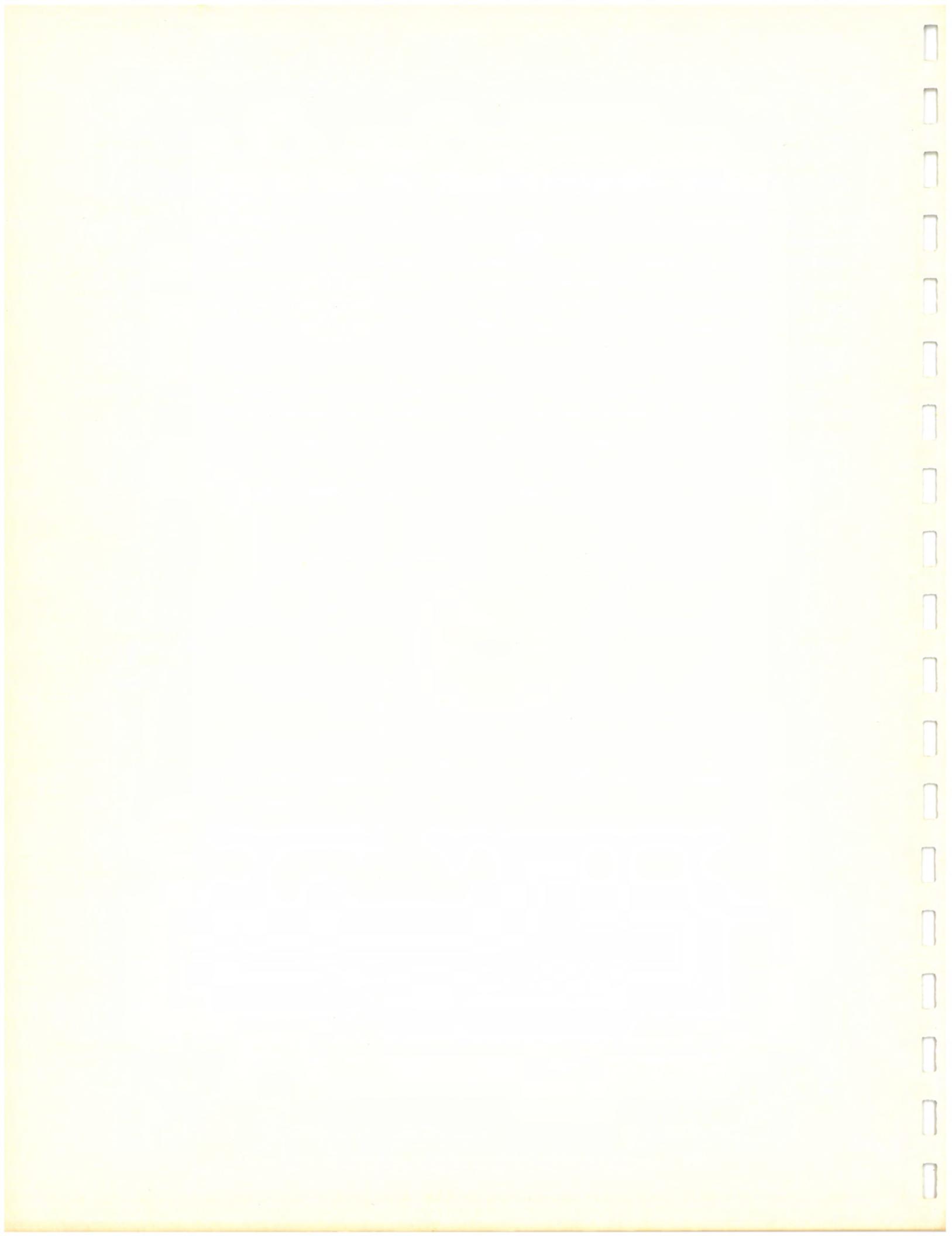
AREAS OF GREATEST TRIP GENERATION

KEY WEST URBAN AREA



ORIGINS PER NET ACRE





These figures represent a 12.3% increase over registration data for 1963, which, for comparative purposes totaled 24,623 vehicles. In 1963, passenger registration totaled 13,409.*

In the Key West area itself, equally dramatic vehicular increases have been experienced and are expected to continue. From 1951 to 1963, traffic counting station number eight on the Stock Island bridge recorded an annual average daily traffic increase of 176%.** Projecting future traffic loads for approximately the same area, mile posts 0.0 to 0.8 on U. S. 1, the State Road Department estimates an increase of from 14,805 vehicles as 24-hour average annual traffic in 1963 to a figure of 55,519 for the year 1985.*** Twenty-four hour daily average traffic counts for Key West itself may be found in Table 2.

Based upon a ratio of the population of Key West to that of Monroe County and data from the 1966 Household Survey, the approximate number of registered vehicles in the City of Key West was determined exclusive of Naval vehicles. This data is as follows:

<u>Registered Vehicles in Key West</u>	<u>Passenger Cars in Key West</u>
1985 28,786	1985 19,036
1966 17,991	1966 11,336
1960 15,868	1960 9,212
1950 6,438	1950 4,678

An indication of the number of vehicles registered with the Navy is the data supplied by the U. S. Navy pertaining to active auto stickers registered with the Naval Station and the Naval Station Annex. These figures are supplied as follows:

<u>Naval Station</u>	<u>Naval Station Annex</u>
Permanent Stickers 325	Permanent Stickers 500
Temporary Stickers 573	Temporary Stickers 500
Total 898	Total 1,000

Vehicles operated by the U. S. Navy such as trucks, staff automobiles, etc., are not included.

* "Primary and Secondary Road System Study: Monroe County", Florida State Road Department, May, 1965, Table 1-2, p. 5.

** Ibid., Table 3-1, p. 13.

*** Ibid., Table 3-4, p. 21.

Table 2
Key West - 24-Hour Average Daily Traffic (1965)*

<u>Station Location</u>	<u>ADT</u>
Rural stations on U. S. 1 (SR-5) 200 feet south of Atlantic Boulevard at fishing pier in Key West	1,180
Flagler Avenue (SR-5-A) 200 feet north of Bertha Street	7,754
SR-5-A, 200 feet south of the junction of SR-5-A and SR-5	3,872
SR-5 - A1A, 200 feet south of the junction of SR-5 - A1A and SR-5	6,934
Garrison Bight Causeway at northeast end of drawbridge	(new station - no 1965 average)

*Information by the Florida State Road Department,
Ft. Lauderdale, Florida.

Travel Desires

One of the most important determinants of thoroughfare needs is a study of traffic desires. Such a study indicates, through the use of desire lines, the paths that drivers actually wish to follow. The best source of desire information is the origin-destination survey in which a representative sample of vehicles is systematically surveyed to determine the most desired paths of travel. Since an actual "o-d" study was beyond the scope of this planning project, it was necessary to derive a means of approximating travel desires. This was done by examining work-travel characteristics as indicated in the 1966 Household Survey questionnaire and comparing the indicated desires to the number of workers who stated that they drove an automobile to work. As workers comprise the major portion of peak hour traffic, the result offered interesting information in the form of an approximate number of peak hour work vehicles and their travel desires. In general, these Key West work-travel desires are as follows:

1. Traffic desires are strongly oriented toward east-west movement rather than north-south.
2. From the area lying west of Kennedy Drive, the major traffic drive is to Planning Analysis Area 13 (Naval Base).
3. From the area lying east of Kennedy Drive, the major work-travel desire is to a point outside of the Key West Planning Area -- probably Boca Chica.

4. Work-travel desire information indicates that there is a need for arteries inter-connecting major traffic generators particularly in the following planning areas which are ranked in decreasing order of traffic generation potential: A point outside the planning area toward Boca Chica, PAA 13 (Naval Station), PAA 14 (Naval Station Annex), PAA 2 (Key West CBD), PAA 3, PAA 9, and PAA 4.
5. Little work-travel desire is indicated for South Roosevelt Boulevard in the vicinity of Smathers Beach and Key West International Airport.

Existing Rights-of-Way

Right-of-way widths in the most recently developed sectors of the Key West planning area are adequate to allow for the accommodation of future traffic loads. However, in the older area of Key West largely west of White Street, quite a few streets exist which have rights-of-way of less than 40 feet. This makes the provision of adequate pavement widths and sidewalks to handle future needs virtually impossible without costly right-of-way acquisition. Streets which are so constricted are identified on the map that follows.

Accident Locations

The examination of traffic accident locations can serve to identify areas which are carrying heavy traffic loads and for which inadequate safety measures have been provided. The following locations have been the scene of at least ten traffic accidents between January 1, 1966 and October 18, 1966.

Intersection of:

President Kennedy Drive (13th Street) and North Roosevelt Boulevard - 31 accidents
MacMillan Street and North Roosevelt Boulevard - 26 accidents
1st Street and North Roosevelt Boulevard - 24 accidents
U. S. 1, A1A, and North Roosevelt Boulevard - 13 accidents
17th Street and North Roosevelt Boulevard - 13 accidents
Sears Town exit and North Roosevelt Boulevard - 12 accidents
Bertha Street and Flagler Avenue - 12 accidents
White Street and Flagler Avenue - 12 accidents
Eaton and White Streets - 10 accidents
Truman Avenue and Simonton Street - 12 accidents

Public Transportation Routes

Public mass transportation service is provided to the Key West planning area by buses of the Southern Keys Transit Company. At the present time, service is provided between the hours of

5:00 a.m. and 11:45 p.m., and at regular 30 minute intervals. Estimates of daily passenger loads include the following:

<u>Bus Route</u>	<u>Number of Passengers per Day</u>
Stock Island	1,000 - 1,200 adults; 300 school children
Monroe Beach	250 adults; 300 school children
Sigsby Park	50 adults; 250 - 300 school children

Thoroughfare Problems

Thoroughfare problems presently existing in the Key West Planning Area include:

1. In some instances, there is little relationship between the major street pattern and actual travel desires. Optimum routes are sometimes not provided between major linked traffic generators.
2. Whitehead, Duval, and Simonton Streets all function as arterial streets at present creating a condition of heavy traffic congestion in the downtown area.
3. The arterial street pattern does not provide a smooth, continuous route for traffic flow. In the section of Key West that is west of Bertha Street, heavy traffic must negotiate a circuitous arterial routing.
4. The gridiron pattern of streets does not provide the necessary street stratification to discourage through traffic from entering residential areas.
5. In many cases, existing rights-of-way are too narrow to adequately provide for arterial or collector traffic movement.
6. Provisions must be made to accommodate future increases in vehicular traffic.

Local Standards for Street Design

As provided by Chapter 27A of the Key West Code of Ordinances, titled "Subdivisions", the City of Key West has taken steps to help assure the future adequacy of the system of streets by enacting guidelines for future street design. Among these are the following:

Sec. 27A-5, pp. 448.7 - 448.8

"A. Street alignment

- (1) The arrangement of streets in a new subdivision shall make provisions for the continuation of the principal existing or platted streets into adjoining areas or their proper projection where adjoining land is not subdivided insofar as they may be deemed necessary by the city commission for public requirement.

BUS & TRUCK ROUTES

KEY WEST URBAN AREA



BUS ROUTE

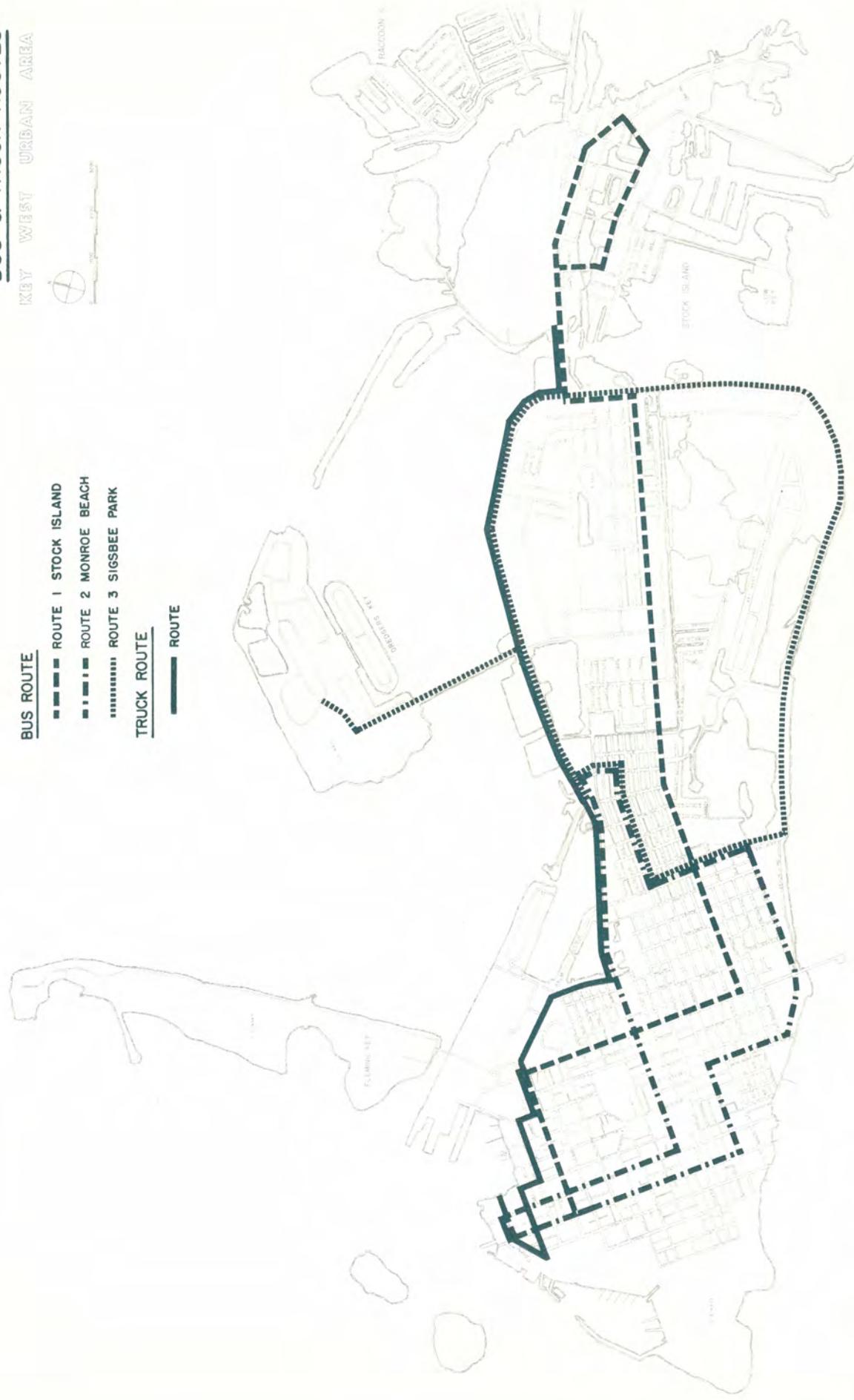
ROUTE 1 STOCK ISLAND

ROUTE 2 MONROE BEACH

ROUTE 3 SIGSBEE PARK

TRUCK ROUTE

ROUTE



- (2) The street and alley arrangement shall be such as not to cause a hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it.
- (3) Residential streets shall be designed to discourage through traffic but off-set streets shall be avoided.
- (4) The angle of intersection between streets should not vary more than ten degrees (10°) from a right angle.
- (5) Streets of less than full right-of-way shall not be permitted, except to provide for streets required under (A) (1); however, where half streets exist on adjoining property, the remaining right-of-way requirement shall be platted.
- (6) Wherever a subdivision adjoins a major street, the city commission may require that access to private property be provided from service drives.

B. Street and Alley Widths

- (1) No avenues, streets or alleys shall be dedicated which are less than the following dimensions:
 - (a) State roads - not less than 100 feet
 - (b) Major streets or arterials - 80 feet
 - (c) Collector streets - 60 feet
 - (d) Minor streets - 50 feet
 - (e) Alleys - 20 feet
- (2) Cul-de-sac or dead-end streets shall provide a terminal turn-around having a radius of not less than forty (40') feet. Cul-de-sac should not exceed seven hundred (700') feet in length exclusive of the turn-around.
- (3) Streets that terminate temporarily, and thereby take on the character of a dead-end street, shall be provided with a temporary terminal turn-around having a radius of not less than forty (40') feet.
- (4) Alleys not less than twenty (20') feet in width shall be provided in the rear of all commercial and industrial districts unless other provisions are made for parking and service. Alleys shall not be permitted in residential districts. No dead-end alleys shall be permitted.
- (5) Reserve strips restricting access to streets or alleys will not be permitted.

(1) Street improvements:

- (a) All streets shall be graded to the appropriate grade to their full width with side slopes and fills where required. The grade of all streets at the crown shall be at least four (4') feet above mean sea level.
- (b) Subgrade shall be adequately compacted and bonded prior to treatment, and shall be stabilized from curb to curb.
- (c) In case of minor streets, the minimum width of pavements shall be thirty-eight (38') feet curb to curb, and in case of collector or major streets, the width of pavements shall be determined by the city manager, but in case of a divided street, the minimum width of each lane shall be at least twenty-five (25') feet.
- (d) Curbs or combined curbs and gutters shall be constructed along all streets.
- (e) After subgrading streets, there shall be given one course penetration treatment of emulsified asphalt and local aggregate to the full width of the street and an additional course to the middle twenty-two (22') feet of said street, all to the specifications and requirements of the city manager."

Scheduled Thoroughfare Improvements

State Road Department

Based upon average daily traffic data, the Florida State Road Department has determined that the design year for U.S. 1 between mile posts 0.5 and 5.4 (the two-lane segment from Stock Island east to Boca Chica) is 1966. That is, 1966 is the year that the two-lane segment of U.S. 1 reaches its capacity.*

Additionally, "sufficiency ratings" have been assigned to segments of U.S. 1 beginning at the Stock Island bridge and continuing east through the planning area boundary. These sufficiency ratings are stratified as to good, tolerable, poor, and critical, and are based on such factors as average daily traffic, horizontal and vertical alignment, side friction created by roadside development, type and smoothness of road surface, roadway widths, and type and condition of shoulders.

* "Primary and Secondary Road System Study: Monroe County", op. cit. Table 3-1, p. 15.

As a result of this analysis, the Stock Island bridge has been given a "good" rating, the segment of U. S. 1 on Stock Island providing access to the Monroe County Hospital is listed as "tolerable", the remaining mileage of U. S. 1 on Stock Island is listed as "good", and the Boca Chica bridge is described as "critical".*

As far as planned improvements to primary arteries, the State Road Department has determined generally that U.S. 1 should be four-laned through Stock Island to East Rockland Key. Proposed construction completion is listed for 1966. By 1985, the projected increase in traffic will necessitate an increase in the capacity of U.S. 1 from Key West to Boca Chica Key of two lanes. The number of lanes, then, projected as the need for 1985 totals six.**

For additional proposals by the State Road Department regarding thoroughfare improvements within the Key West planning area, refer to Table 3.

Table 3
Proposed Thoroughfare Improvements - Florida State Road Department***

Road Number	Length	Estimated Cost
S-5-A	1.7 Flagler Avenue, Key West - 2nd Street to Roosevelt Boulevard (four-lane municipal)	\$ 120,000****
	0.4 Key West-Relocation across Garrison Bight (road, bridge, boat marina)	\$ 800,000****
S-A1A	- Key West-Roosevelt Boulevard-Key Wester Hotel north to boat docks (bulkhead and fill)	\$ 300,000****
S-941	1.4 Stock Island - Old 4-A (pave)	\$ 18,000
	1.6 Stock Island-4th Avenue, 5th Avenue, 5th Street, McDonald (pave)	\$ 22,000
5	Key West-Drainage Revisions at 4th, 15th Streets	\$ 15,000****
	1.3 Key West-Duval Street, Atlantic to Gulf and Angela Street, Duval to Simonton (grade and pave)	\$ 250,000****
	0.6 Key West-Clarence Higgs Memorial Beach (grade and pave)	\$ 24,000****
	1.2 Key West-Whitehead, Eaton, Palm Avenue, to Garrison Bight (two-lane municipal)	
S-941	1.2 Stock Island to Boca Chica-Bridge and Roadway	\$1,000,000

* Ibid., Figure 4-2A, p. 33.

** Ibid., p. 135.

*** Ibid., Appendix D.

**** Included in present budget.

City of Key West

In an effort to upgrade streets with pavement widths which are especially narrow, the City of Key West is in the process of widening to provide 22 feet of pavement for Patterson, Fogarty, Harris, Seidenberg, and Staples Streets. Also scheduled for widening and surface treatment are Howe, Johnson, Laird, Rose, and Patricia Streets. New standards that are being applied by the City to street construction and improvements should provide a more satisfactory solution to problems of traffic movement than did earlier methods.

Need for One-Way Street Pattern

Because of the limited availability of right-of-way in Key West, the use of one-way streets appears necessary in some cases. However, as in many such palliative approaches to traffic problems, there are disadvantages to the one-way street concept as well as advantages. What, then, are the significant aspects concerning the use of one-way streets? One-way streets offer the following advantages:

1. Increased Capacity. Because delays due to turning movements are minimized and because full use can be made of streets which are an odd number of lanes in width, the capacity of a street which has been converted to one-way operation may increase from 20 to 50 per cent. The greatest advantage that one-way streets offer concerns narrow streets.
2. Increased Safety. Better vehicle grouping and speed control can be maintained. This, coupled with the inherent smoothness and orderliness of mid-block and intersection operation tends to reduce the probability of accident-causing behavior.
3. Improved Operation. One-way movement improves traffic operation by reducing travel time, simplifying traffic signalization and synchronization, and eliminating the need for turning movements against opposing traffic.

Conversely, even under the best conditions, some disadvantages may occur under one-way operation, such as:

1. Operational Difficulties. Whereas city residents soon become acquainted with the one-way pattern of streets, such a street pattern could be very confusing to tourists or other strangers to the area. In addition, the operation of emergency vehicles may be made more difficult through the use of one-way streets.
2. Economic Difficulties. A few types of businesses, particularly those catering predominantly to the passing motoring public may be adversely affected. Also, where a one-way street results in heavy traffic volumes on a residential street, property values may be reduced.

3. Safety Problems. Certain one-way situations might encourage improper weaving to position for up-coming turns thus increasing the probability of minor mid-block accidents. Finally, transition areas between one and two-way operations are frequently hazardous locations which require special traffic control treatment.*

In Key West, the area that requires the most careful attention toward a well-planned one-way street system is the downtown area (the Central Business District). Ideally the CBD spine, Duval Street, should carry only downtown oriented traffic, not through traffic that is bound for the northern and southern extremities of the western sector of Key West.

*Traffic Engineering Handbook, ed. John E. Baerwald (Washington: Institute of Traffic Engineers, 1965), pp. 553-4.

PROPOSED THOROUGHFARE PLAN

Objectives

In providing the "skeletal framework" for sound planning in the Key West area, the thoroughfare plan should seek to satisfy the following objectives:

1. Complement the land use plan and aid in its implementation.
2. Provide, through the establishment of a stratified street network (arterial, collector, local), efficient, safe, circulation between major traffic generators.
3. Protect areas devoted to residential use, schools, and historic redevelopment from the detrimental effects of heavy through traffic.
4. Aid in the preservation of the central business district by encouraging easy access from outlying areas while, at the same time, discouraging heavy through traffic.
5. Provide "growing room" to handle future traffic loads.

The Plan

The plan for thoroughfares describes proposed corridors for major streets. These street patterns are designed to provide a satisfactory means of overcoming existing difficulties and of providing for future planning area development as guided by Key West's Land Use Plan. This, then, is a description of the plan. A graphic presentation may be found on the Thoroughfare Plan Map which follows.

The Arterial Street Pattern

Basically, the proposed pattern for arterial streets employs a closed loop concept for smooth and continuous traffic flow. In this proposal, it is contemplated that the heaviest traffic loads would be borne by U.S. 1 through Stock Island, North Roosevelt Boulevard, the Palm Avenue Bridge, Eaton Street, and Semihole and Flagler Avenues. Eaton Street has been designated as an arterial to serve the northern segment of the old section of Key West. Whitehead and Flagler have been joined in this proposal through land fill to make a connection which would allow for smooth traffic flow. Flagler Avenue would be made a major artery through street improvements between Simonton Street and Second Street. South Roosevelt Boulevard is shown as turning northward into Bertha Street which would be upgraded to arterial standards as far as Flagler Avenue. This corridor realistically complements the function of the "Boulevard" while preserving the Rest Beach area for possible future recreation or Atlantic Ocean-front development.

THOROUGHFARE PLAN

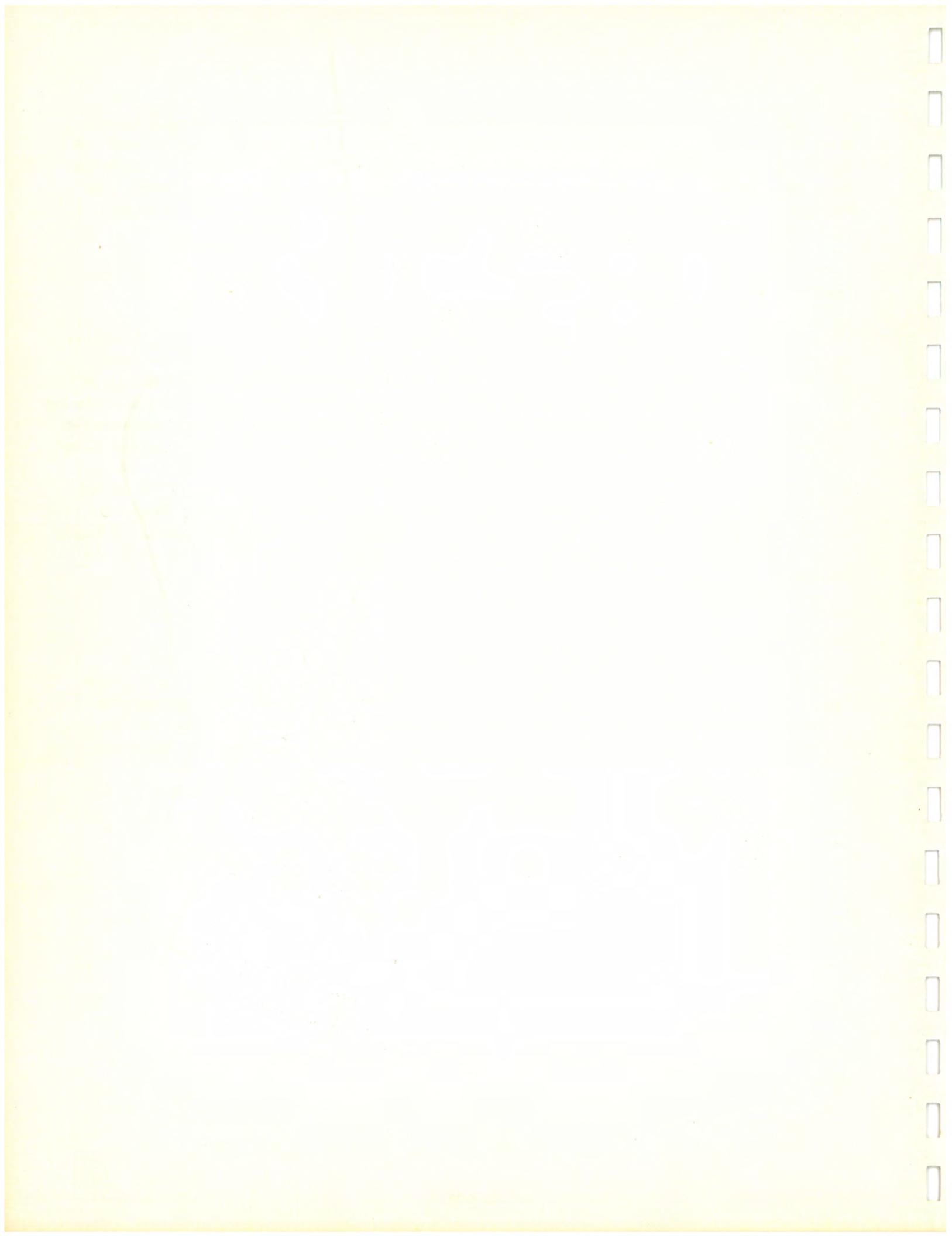
KEY WEST URBAN AREA



PROPOSED	EXISTING
.....	—
- - -	—

ARTERIAL STREETS
COLLECTOR STREETS





U.S. 1 is shown as extended through a new corridor to a direct connection with Flagler Avenue. Much of the necessary right-of-way for this project could be provided through urban renewal. A final important arterial proposal involves the utilization of a major arterial loop for access to the relocated airport. Legs of this loop system would pass over Fleming Key and Stock Island. The Stock Island leg would be particularly convenient for air travelers arriving by vehicle along U.S.1 from other keys as it would provide a direct, congestion-free route to the airport.

The Collector Street Pattern

The collector street pattern follows existing street alignments closely. In this proposal, Simonton Street, Whitehead Street, Front Street, Truman Avenue, Southard Street, United Street, and Grinnell Street are the collectors serving the old section of Key West and Key West's downtown area. First and MacMillan Streets are designated as collectors to channel traffic from the bordering low density residential areas to nearby arterial streets. Atlantic Boulevard has been designated as a collector. The existing collector pattern near Poinciana Elementary School has undergone minor changes to protect that school and adjacent recreation use from heavy traffic intrusion. The Key West Junior College and residential development on Stock Island north of U. S. 1 is served by a collector-arterial loop. Key Haven Road is designated as a minor collector to handle the anticipated increase in future traffic volumes. Traffic circulation in the southern section of Stock Island is relatively unchanged with the exception of an attempt to reduce the importance of the MacDonald-U.S.1 intersection.

Central Business District Circulation

As downtown congestion is a major concern, the Thoroughfare Plan attempts to provide a smooth flow around the CBD through the use of one-way streets. Toward this end, it is suggested that Simonton Street be designated one-way north, Duval Street revert to two-way status, and that Whitehead Street be designated one-way south. Such action would accomplish the following:

1. Encourage efficient north-south traffic flow around - not through - the Central Business District.
2. Provide optimum accessibility and visibility to downtown businesses via Duval Street by encouraging only slow-moving, CBD oriented traffic on that street.

As described previously, Front Street and Flagler Avenue would form the north and south extremities of the CBD "loop".

Table 4
Proposed Street Improvements

<u>Classification</u>	<u>Street Name</u>	<u>Direction</u>	<u>Segment</u>	<u>Type of Improvement</u>
ARTERIAL	North Roosevelt Boulevard	East-West	U.S.1-Palm Avenue	Maintain at adequate arterial standards
	Palm Avenue	East-West	North Roosevelt Boulevard-Eaton Street	Improve to arterial standards
	Eaton Street	East-West	White Street-Whitehead Street	Improve to arterial standards
	Truman Avenue	East-West	1st-Whitehead Street	Improve to arterial standards
	Flagler Avenue	East-West	Whitehead Street-Second Avenue	Improve to arterial standards, construct Whitehead & Simonton-Flagler Avenue connector
	White Street	North-South	Atlantic Boulevard, Flagler Avenue-Naval Base Annex	Improve to arterial standards and connect to Atlantic Boulevard
	Bertha Street	North-South	South Roosevelt Boulevard-North Roosevelt	Improve to arterial standards
	Atlantic Boulevard	East-West	White to Roosevelt Boulevard	Improve to arterial standards
	South Roosevelt Boulevard	East-West	Atlantic Boulevard, Bertha Street-U.S.1	Maintain at arterial standards connect to Atlantic Boulevard
	U. S. 1-Flagler Avenue	East-West	Roosevelt Boulevard-Flagler Avenue	Construct to arterial standards
Airport Arterials		North-South	From Fleming Key and Stock Island	Construct arteries to re-located airport site

Table 4
(cont.)

<u>Classification</u>	<u>Street Name</u>	<u>Direction</u>	<u>Segment</u>	<u>Type of Improvement</u>
	Whitehead and Simonton Streets	North-South	Eaton Street-Flagler Avenue	Maintenance of street performance at level adequate to provide one-way arterial type circulation
COLLECTOR	Simonton-Front-Whitehead	North-South	Eaton Street to Eaton Street	Maintenance of street performance at level adequate to provide one-way collector type circulation
	Southard Street	East-West	White Street-Whitehead Street	Improve to collector standards
	United Street	East-West	First-White-Whitehead Street	Improve to collector standards
	New Southeast Section Collectors	North-South	Roosevelt Boulevard-South Roosevelt Boulevard	Construct to collector standards
	President Kennedy Drive	North-South	Flagler Avenue-Dredger's Key	Maintain at collector standards
	Northside Drive	East-West	President Kennedy Drive-Flagler Avenue	Improve to collector standards
	Duck Key Avenue	East-West	16th Street-20th Street	Maintain at collector standards
	Country Club Drive & Extension	North-South	U.S. 1-U.S. 1	Improve and construct to collector standards
	MacDonald-Maloney Avenues	East-West	5th Street-South	Maintain at collector standards
	Cross & 2nd Streets 5th & 4th Avenues	North-South & East-West	U. S. 1-U. S. 1	Improve to collector standards
	5th Street	North-South	Cow Key-U.S. 1	Construct collector portion; improve remainder to collector standard
	Key Haven Road	North-South	U.S. 1-North	Improve to collector standard

Major Intersections

Although the ideal solution to intersecting streets is a grade separated interchange, more often than not this course of action is impractical. Consequently, at-grade traffic control solutions must be devised for a variety of major Key West intersections. As an aid to the solving of these problem points of vehicular exchange, major Key West intersections are listed below. The actual analysis of the mechanics of each major intersection is best delegated to a qualified traffic engineer or to the State Road Department.

1. President Kennedy Drive at North Roosevelt Boulevard and Flagler Avenue
2. MacMillian Street and North Roosevelt Boulevard
3. First Street and North Roosevelt Boulevard
4. U.S. 1, A1A, and North Roosevelt Boulevard
5. Seventeenth Street and North Roosevelt Boulevard
6. Sears Town Exit and North Roosevelt Boulevard
7. Bertha Street and Flagler Avenue
8. White Street at Flagler Avenue and Truman Avenue
9. Eaton and White Streets
10. MacMillan Street and Flagler Avenue
11. Simonton Street at Eaton Street, Truman Avenue, and Flagler Avenue
12. Duval Street at Eaton Street, Truman Avenue, and Flagler Avenue
13. Whitehead Street at Eaton Street, Truman Avenue, and Flagler Avenue
14. Palm Avenue at Eaton Street and North Roosevelt Boulevard
15. Country Club Road and New Airport Arterial
16. Country Club Road and U.S. 1
17. New Airport Arterial (Stock Island) and U.S. 1
18. Cross Street and U.S. 1
19. Fifth Street and U.S. 1

Implementation.

The importance of forethought and early action concerning Thoroughfare Plan implementation cannot be over-emphasized. It must be recognized that Key West is a dynamic area. Prolonged delays in the acquisition of needed rights-of-way may increase the cost of the thoroughfare system, impede system continuity, and will otherwise adversely affect chances for the realization of a truly successful thoroughfare network.

Therefore, it is recommended that approval of a final major thoroughfare network be expedited. Following this basic first step, needed rights-of-way should be promptly acquired whether by voluntary dedication or by purchase. Further, it is highly desirable that close cooperation be maintained among local, state, and federal highway authorities. This is needed to assure that Key West's future access will be enhanced by the optimum design of regional highways.

LOCAL STREET PLAN

As has been mentioned previously, this is a Major Thoroughfare Plan report and local streets are not individually treated. However, concerning local streets, it is well to glance briefly at four pertinent matters: (1) the gridiron street pattern; (2) minor street standards; (3) street widths that are too narrow; and, (4) the use of alleys.

The Gridiron Pattern of Streets

The disadvantages of the gridiron street pattern have already been discussed. Essentially, such a pattern makes a clear distinction between major and minor streets difficult thus making it possible for heavy, through traffic to pass through predominantly residential areas. Also, the gridiron pattern, because of the large number of crossing streets, makes difficult an attempt to allow arterial streets only limited access.

One possible solution to these problems would be that of blocking selected minor street segments to traffic. This could take the form of either a simple landscaped barrier at one end of a block which would allow continued use of the street segment for parking and for access to property but not for through traffic or, selected streets could be closed for the entire width of a block, the right-of-way then being developed into a use such as a neighborhood playlot. In any case, such street closings must not be random in treatment but must be based on a carefully constructed plan.

Minor Street Standards

As is now required by Key West Ordinance 27A-6 (c), "In the case of minor streets, the minimum width of pavements shall be thirty-eight (38) feet curb to curb..." Although this standard is applicable where on-street parking is a necessity, for the typical low density residential area thirty-eight feet is too liberal. As stated by the Urban Land Institute, "There is a tendency in many municipalities to require excessive widths for minor single-family residential streets. This is reflected in a similar tendency to require excessive roadway pavements. The Council is of the opinion that minor street rights-of-way in residential neighborhoods of single-family detached houses should not exceed 50 feet with roadways not greater than 26 feet from face of curb to face of curb. In these neighborhoods, car parking space must be provided by individual driveways on each lot; hence, the 26 foot pavement width is sufficient for slow-moving traffic and for one-lane of parallel curb parking."*

Basically, then, a width of pavement approaching 26 feet would discourage fast, through traffic on local streets serving low density residential areas while also requiring a lower initial cost and lower maintenance costs.

*The Community Builders Handbook (Washington: Urban Land Institute, 1960), p. 124.

Inadequate Street Widths

It is paradoxical that, while law requires excessive street widths in some cases, in practice many of the streets in the old sections of Key West that are primarily west of White Street have pavement widths that are much too narrow. In those areas, it is common to find rights-of-way of less than 40 feet and existing pavement widths of 12 feet to 20 feet. This is in areas which are densely settled and where the streets must be relied upon for automobile parking.

There is no simple solution to this problem. The alternatives appear to include either a scheme to provide off-street parking, a program of street widening and right-of-way acquisition to allow on-street parking, or a combination of both methods to provide some off-street and some on-street parking; all methods designed to eliminate the blighting conditions caused by severe traffic congestion. In any case, the best solution must be determined by the City of Key West by a careful study of the potential benefits as compared to probable costs. Finally, it is recommended that, should a program of redevelopment be instituted in Key West, the analysis and solution of minor street problems be a major concern.

Alleys

Key West Ordinance 27A-5 (b) specifies that "alleys not less than twenty (20') feet in width shall be provided in the rear of all commercial and industrial districts unless other provisions are made for parking and service. Alleys shall not be permitted in residential districts. No dead-end alleys are permitted." These are sound recommendations. The use of alleys for residential areas is an outmoded concept. Also, in industrial and commercial areas, a 20 foot alley provides manuvering room for trucks while discouraging the use of alleys for parking or traffic movement. However, a problem exists in the fact that in some older, densely settled Key West residential areas, not only are alleys common but the alley widths are far less than the twenty foot standard. This, again, is a subject that might best be treated as part of a redevelopment project since a really suitable alternative would be difficult to implement under present conditions.

EXISTING PARKING FACILITIES

"Terminal facilities for automobile and truck parking (or loading) are as much a part of the transportation system as the streets and highways that carry moving traffic."* Complete transportation service implies getting the motorist from an origin to a destination, including the temporary storage of his vehicle if the trip must be completed on foot.

In Key West, as in most other cities in the United States, shortages of parking and other terminal facilities are most critical in the central business district. As a result, it is with the CBD that this study is concerned.

Purpose

In this study, an effort has been made to determine downtown needs and limitations, assets and liabilities, in order to provide sound parking recommendations that will be effective in satisfying the needs both of businesses and the customers that support them.

Methodology

In order to properly limit the study of parking supply and demand for downtown Key West, overall study area boundaries were established. Specifically these are:

North - Front Street
East - Elizabeth Street
South - Petronia Street
West - Whitehead Street

The total study area was further subdivided into three smaller study areas conforming generally to the areas of major trip generation and to normal shopper walking distances.

Parking Study Area 1

North - Front Street
East - Simonton Street
South - Caroline Street
West - Whitehead Street

* Better Transportation for Your City, National Committee on Urban Transportation, (Chicago: Public Administration Service, 1958), p. 21.

Parking Study Area 2

North - Caroline Street
East - Simonton Street
South - Fleming Street
West - Whitehead Street

Parking Study Area 3

North - Fleming Street
East - Simonton Street
South - Petronia Street
West - Whitehead Street

Parking Supply

Because in many cases, private off-street parking spaces and unmetered on-street spaces were not individually marked, the size of the total space available was used to determine the approximate number of cars which could be parked.

There are approximately 1,088 parking spaces of all types in the total study area as observed on October 18, 1966.

The number, type and location of these spaces is shown on the Existing Parking Facilities Map.

Parking Demand

Among the many variables which temper attempts at determining parking requirements are the following:

- "1. The amount of business that will come from automobile parkers as opposed to (a) walk-in business, (b) business from public transportation, and (c) 'let-outs' (persons driven to the center but let out and picked up later).
2. The number of shoppers per automobile.
3. The rate of turnover in the parking stalls - that is, the number of cars parked in each space per day.
4. Type of store.
5. The incidence and amplitude of peaks."*

*Richard L. Nelson, The Selection of Retail Locations. (New York: F.W.Dodge Corporation, 1958), p. 249.

To arrive at an estimate of parking demand, the square footage of each type of downtown business was calculated by study area. Standard ratios of parking demand based upon floor area-parking area relationships were then applied to determine the parking demand. Service stations were eliminated from demand calculations since adequate space is provided on the site for customer parking. Vacant stores and buildings were assigned demand as if they were active businesses because it is assumed that the vacancy is only a temporary condition. The standards applied in the demand calculations were adopted from those published by Western Industries, Inc.

Type of Commercial Area	Ratio of Floor Area to Parking Area
Shoppers' Goods	1 : 2
Convenience Goods	2 : 1
Automotive	2 : 1
Service Firms	1 : 1

For completing the necessary calculations, it was assumed that the necessary space per car including all parking fixtures was 400 square feet. The resulting parking supply and estimated demand in downtown Key West may be found in Table 5.

Based on these standards, the total parking demand was calculated at 2,524 spaces. It must be remembered, however, that estimated demand was based on the application of general standards. Because of the large amount of walk-in trade in Key West's downtown, actual parking demand will probably be somewhat lower. The Parking Facilities Map illustrates the demand by study area.

Table 5
Tabulation of Existing Parking Supply and Demand

Study Area	Supply			Total	Demand
	Metered* (on-street)	Free (on-street)	Off-Street		
1	24	213	271	508	909
2	90	56	65	211	488
3	79	136	154	369	1,127
Total	193	405	490	1,088	2,524

*1 hour and 2 hour parking.

Analysis

Parking problems in Key West are of two types: (1) a greater demand than existing supply and (2) spaces which are not conveniently located with respect to walking distance to major trip generators.

As was previously mentioned, based upon observed peak hour parking space usage (approximately 12:30 p.m.), it is apparent that the estimates of parking demand are optimistic. This is probably due to the large degree of "walk-in" trade. However, meaningful inferences can be made from the supply-demand relationship.

Study Area 1 - ranking second in study area parking generation, shows an unfavorable balance between parking supply and demand (demand exceeds supply). Available off-street parking - 53% of total parking supply - is not conveniently located to areas of greatest parking generation.

Study Area 2 - is the area of least estimated parking generation. Off-street parking which accounts for 30% of all available parking in this area is not conveniently located with respect to major parking generators.

Study Area 3 - the area showing the greatest trip generation also demonstrates the most unfavorable balance between parking demand and supply. Off-street parking in Study Area 3, which is the true "central core" of Key West, accounts for 41% of available spaces. The municipal parking lot adjacent to City Hall contains 76 metered public parking spaces and is in a good location with respect to the area's major parking generators.

PROPOSED PARKING PLAN

Recognizing that there is a great need for additional off-street parking in the vicinity of downtown Key West, the next step is to determine where to best allocate additional parking facilities. In making a determination as to the location of future parking sites, several factors were considered:

1. Location and type of major activity center
 - a. Retailing
 - b. Personal and Business Service
 - c. Tourist
 - d. Governmental
2. Future thoroughfares as proposed in the Thoroughfare Plan
3. Historic preservation
4. Walking distances from parking space to major activity center

Activity Centers

Upon analyzing land uses north of Petronia Street and west of Elizabeth Street, it was found that there are three unique, readily identifiable areas of concentrated non-residential activity. These activity centers are retailing (along Duval Street from Angela to Eaton Streets); office, service, and tourist oriented (north of Caroline Street and west of Ann Street); and, industrial type uses (north of Dey Street and east of Ann Street). Governmental uses are more scattered and include City Hall and the Naval Station.

Future Thoroughfares

The proposed future thoroughfare system was analyzed to coordinate parking with access and street capacities. Regarding the parking study area, it is proposed that Eaton Street be designated an arterial carrying traffic into and out of downtown Key West via the Palm Avenue bridge. Simonton, Front Street, Whitehead and Truman are designated as collector streets. Simonton and Whitehead Streets comprise a major one-way pair while Duval Street reverts to a two-way designation to improve downtown accessibility and visibility.

Historic Preservation

In designating sites for future parking, historically or architecturally interesting structures were considered. This was necessary not only to identify areas of potential tourist interest but also to point out those locations which would be unsuited for parking because of preponderance of historically significant structures.

Walking Distances

Pedestrian walking distances are a major factor in the consideration of future parking locations. It has been found that a motorist entering a downtown area for business or shopping does not wish to walk more than 1,000 feet from his parking space. This statement may be further limited by a consideration of parking length. Generally a short term parker (1/2 hour or less) wishes to park within 500 to 600 feet of his destination. If the parker wishes to remain approximately one hour, his maximum walking tolerance lengthens to 1,000 feet. For periods longer than one hour such as all-day employee parking, the parker generally desires to be within 1,200 feet of his destination.*

The Plan for On-Street Parking

To facilitate the uninterrupted circulation of vehicles on thoroughfares designated as arterial or collector, it is proposed that on-street parking be eliminated on those streets. Thus, on-street parking is proposed for elimination on Eaton Street, Simonton Street, Front Street, and Whitehead Street.

Further, it is recommended that meters be added to the presently unmetered spaces along Duval Street. This action is proposed primarily to encourage turnover. As Duval Street is designated a local shopping street in the Thoroughfare Plan, on-street parking should be used by shoppers. Meters would reduce the tendency for area employees to use the spaces for long-term parking.

The Plan for Off-Street Parking

To provide parking adequate to satisfy theoretical demand, several study area blocks have been designated as future parking sites. A description of the zone, block number, number of spaces, and maximum walking distance to major activity centers may be found in Table 6 on the Parking Facilities Map.

Staging of the Plan will be necessary to take advantage of dedication, acquisition, and redevelopment opportunities and to provide adequate parking when the on-street spaces are removed to allow better traffic flow.

*Arthur B. Gallion and Simon Eisner, The Urban Pattern, citing Parking, Wilbur S. Smith and Charles S. LeCraw, the Eno Foundation for Highway Control, Inc., December, 1946.

Table 6
Future Parking Areas

Zone 1			Zone 2			Zone 3		
Walking Distance*	Block	Number of Spaces**	Walking Distance*	Block	Number of Spaces**	Walking Distance*	Block	Number of Spaces**
1,000 ft.	4	150	1,000 ft.	18	360	500 ft.	26	160
500 ft.	11	99	1,000 ft.	22	108	500 ft.	28	71
500 ft.	8	46				500 ft.	29	111
500 ft.	9	57				1,000 ft.	30	180
500 ft.	14	52				1,000 ft.	31	132
500 ft.	15	<u>93</u>				1,000 ft.	32	<u>68</u>
		497			468			722***

* Represents maximum walking distance to heart of major activity center.

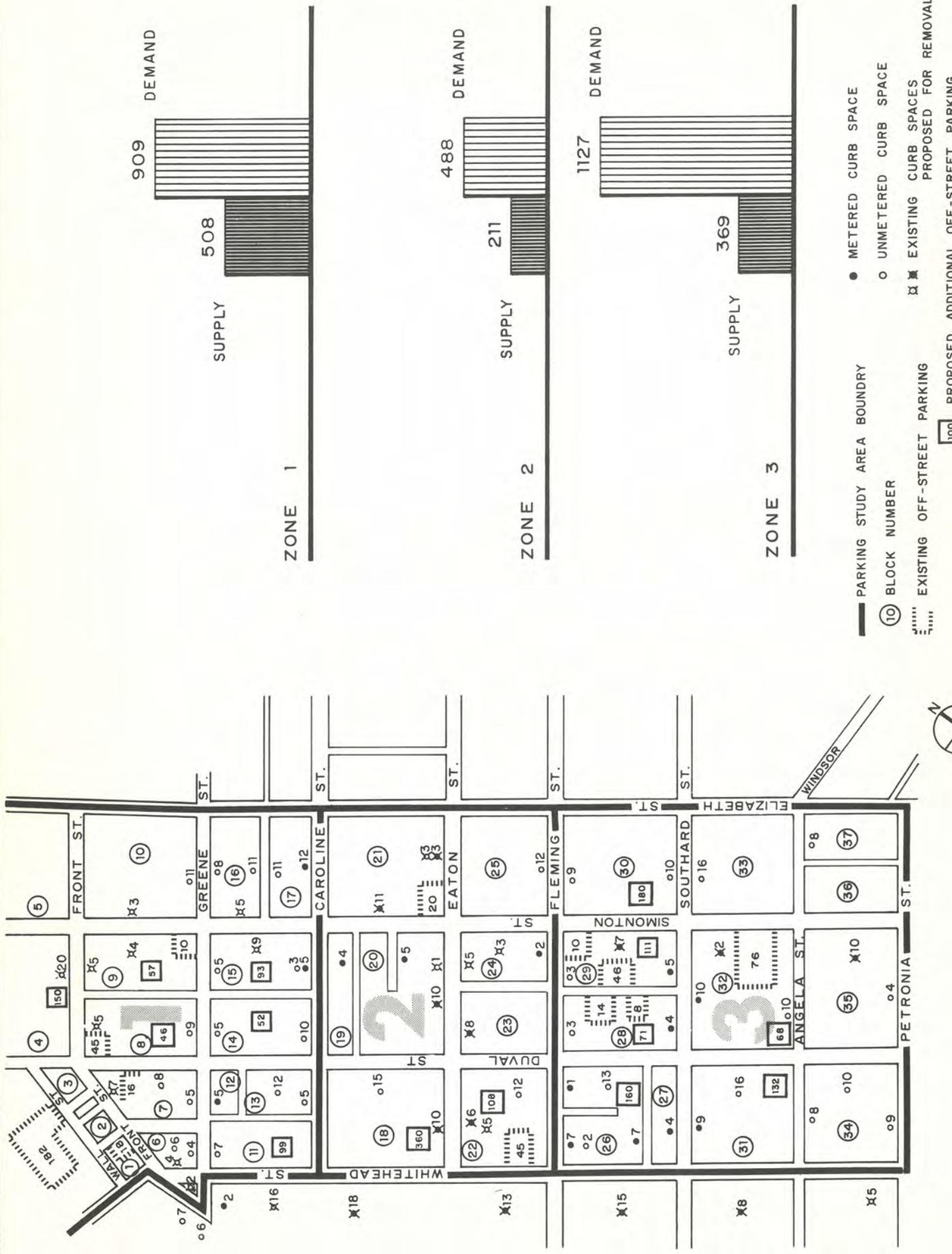
** Calculated by: site size (square feet)
400 square feet/automobile

*** Theoretical demand requires 83 more spaces for a total of 805 spaces plus those existing.
This additional demand can be satisfactorily satisfied by a surplus of conveniently located spaces in Zone 2.

It is suggested that Neighborhood Analysis findings be considered when anticipating the development of parking on blocks which are rich with buildings of architectural and historical interest. In many cases, buildings which are located in areas designated for clearance could be moved into the old section and placed strategically alongside other fine buildings. Further, where possible, it is suggested that off-street parking lots be developed in the interiors of blocks leaving a screen of street oriented structures. This would serve the dual purpose of providing parking while preserving the unique character of downtown Key West.

Parking Standards

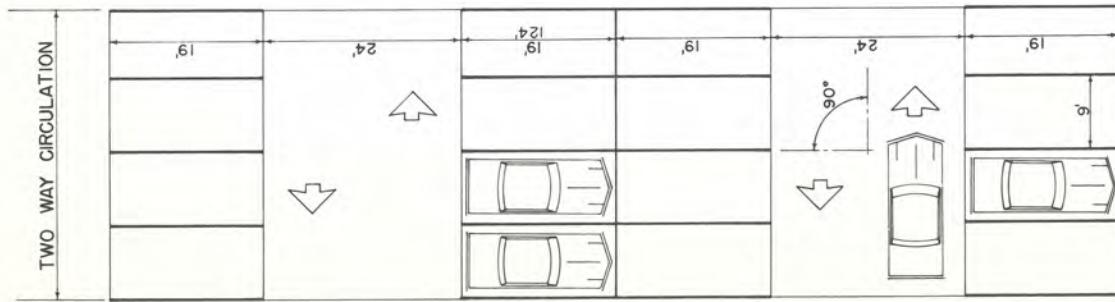
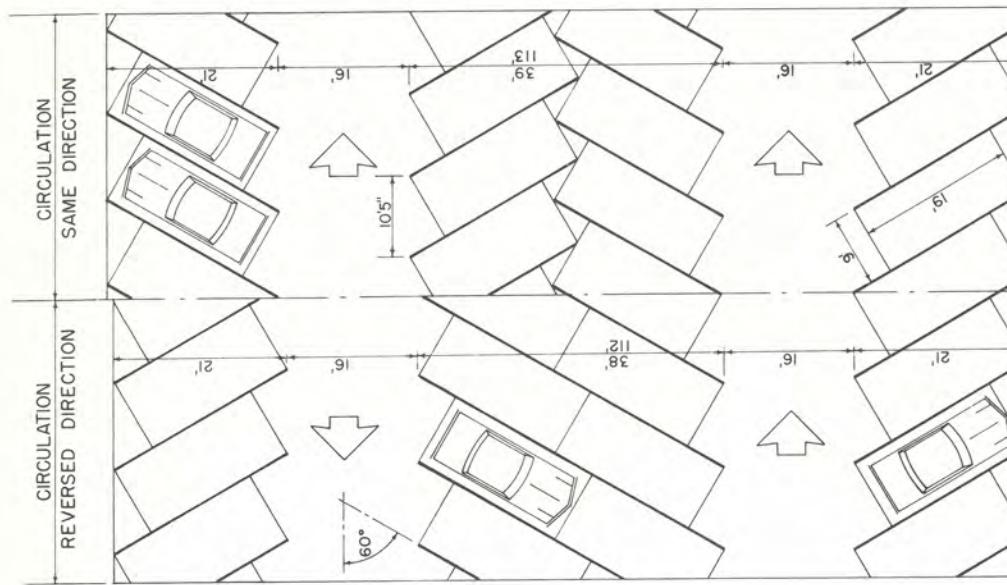
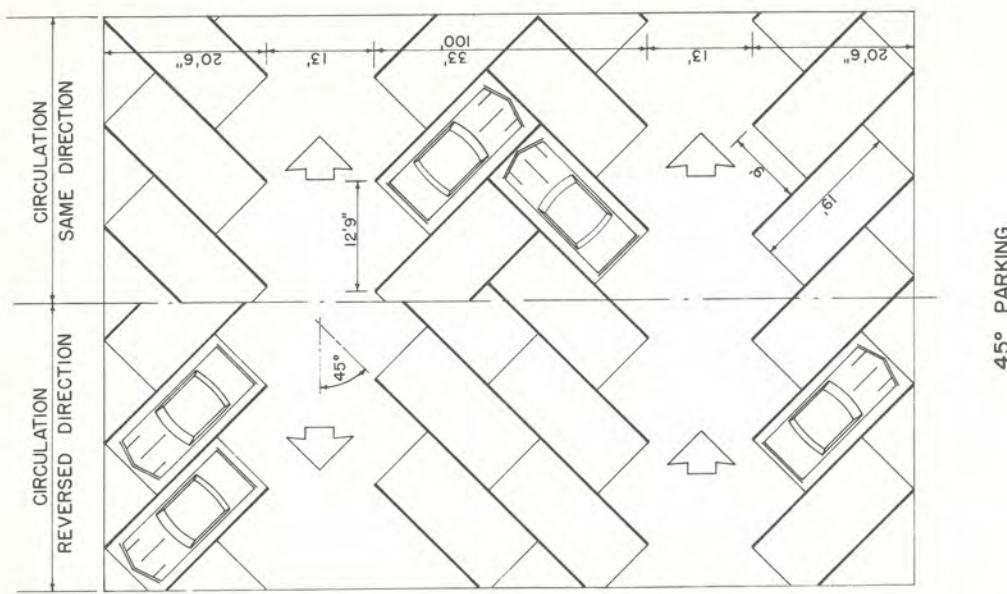
Recommended parking standards are graphically illustrated on the following page. These parking standards with stall widths of 9 feet x 19 feet are generous enough to allow convenient parking while providing a practical maximum in number of spaces. It should be noted that only parallel and ninety-degree parking is suitable for two-way street operation. Conversely, sixty and forty-five degree parking is oriented toward one-way operation.

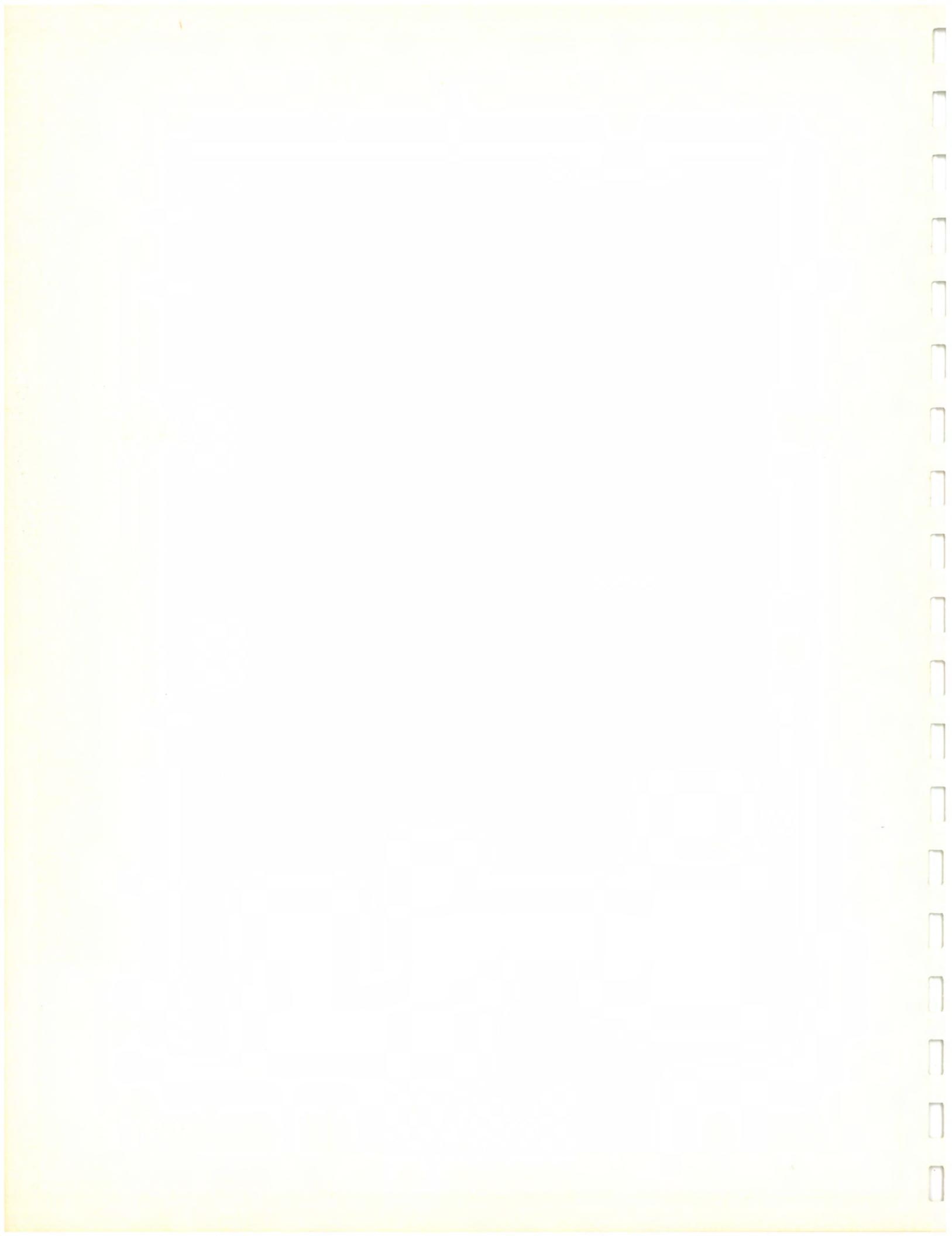


PARKING FACILITIES

0' 100' 200'

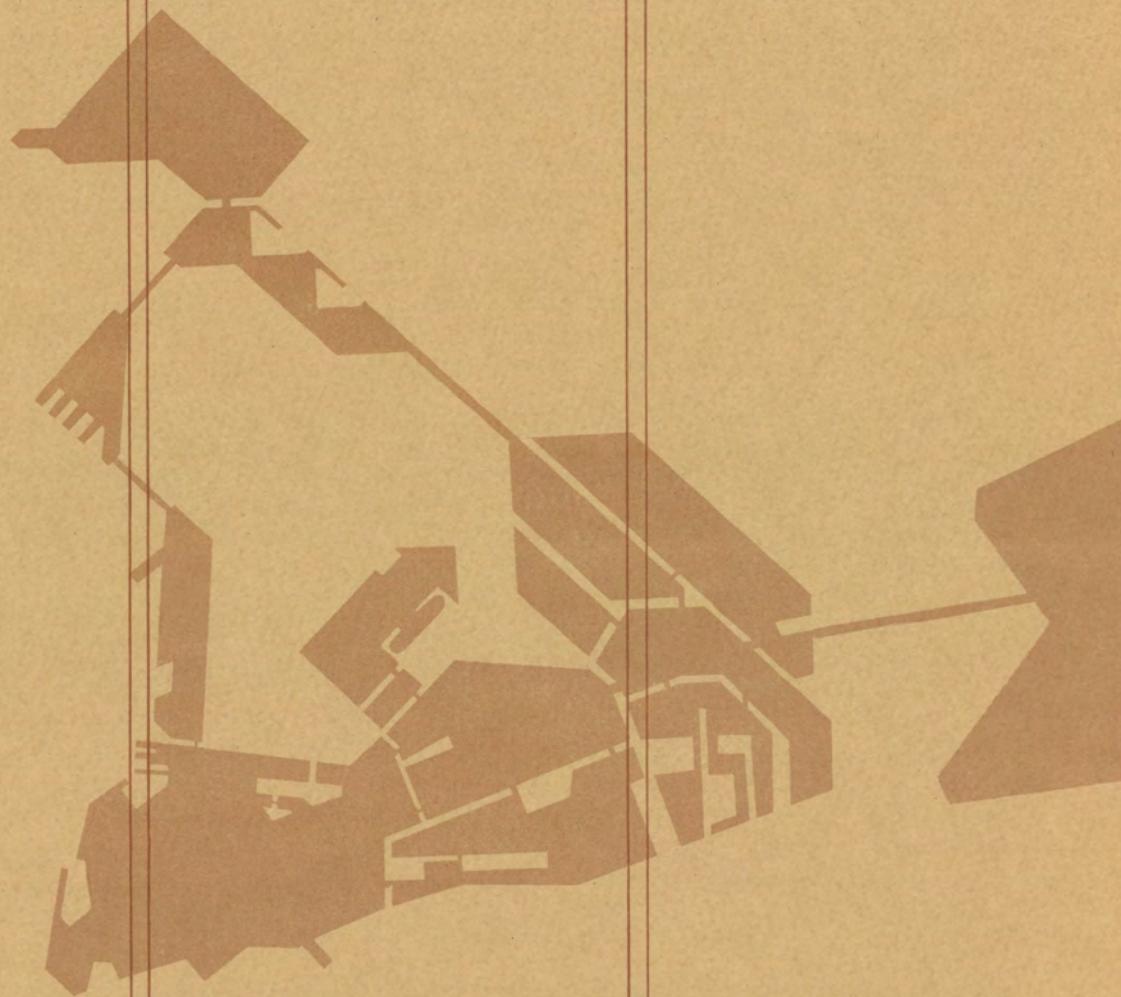
RECOMMENDED PARKING STANDARDS





SECTION C

COMMUNITY FACILITIES PLAN



2025 RELEASE

1940s - 1950s - 1960s - 1970s - 1980s - 1990s

INTRODUCTION

The primary function of local government is to provide those urban services which are required to insure the health, safety, education, physical, and moral well being of the existing and projected urban populations within its jurisdiction. The City of Key West has constructed the facilities and purchased the equipment required to provide public services within their jurisdiction. However, these required facilities and equipment are, to a large extent, interdependent and in addition, their efficient utilization is dependent on the pattern of the surrounding land uses which they serve. Consequently, in order to insure the most efficient provision of public services, their requisite facilities must be related to the facilities of all municipal departments and governmental agencies and, in addition, to the area's present and future land use pattern which they serve.

Purpose and Organization

The three-fold purpose of this community facilities plan then is to first, inventory the existing community facilities required by the various public agencies which provide public services within the City of Key West; second, to identify various local and national empirically derived standards of the minimum quantity and quality of public service to be provided in order to determine the extent and location of existing deficiencies; and in order to provide the basis for recommending the general location of various public facilities required to service the anticipated population of the Key West planning area.

The location of existing and proposed community facilities is shown on the illustration which follows at the end of the report.

RECREATION AND OPEN SPACE

Increased leisure time and the opportunity to take part in a large variety of recreational pursuits of both an active and passive nature have increased the needs for creation of recreational and open spaces for both active and scenic enjoyment. In the past five years, major strides have been made at Federal, State, County, and local levels of government for provision of lands for "multiple use purposes" which include recreational opportunities, as well as conservation of natural resources, water resources, wildlife, forest areas and scenic areas. These provisions have included the Federal grants-in-aid for open space as well as for outdoor recreation, administered through State level offices. In some states, notably in the more populated northern areas, bond issues for "Green Acres" and like programs have been supported by the people in order that more open spaces can be provided. Studies regarding open space needs have been produced at voluminous rates, ranging from "The Race for Open Space", a provocative study for the New York Regional Plan Association to the voluminous report of the Outdoor Recreation Committee of the Federal Government.

The State of Florida, which represents one of the largest tourist centers in the United States, is not unaware of the needs for preserving and expanding its open space and recreational opportunities. Current programs at the state level of the Bureau of Outdoor Recreation are geared to developing more state and county facilities as adjuncts to existing public and semi-public beachfront and other recreational areas, in the face of continued urbanization of the state.

The Florida Keys have been endowed with a unique and beautiful setting. The most conspicuous natural assets are its tropical climate, lush vegetation, and many beaches. There are more miles of waterfront per square mile of land than almost any other place in the world. In Key West, there is an awareness of the need to provide open space, not only related to the programs of the Recreation Department, but for the preservation of the City's fine scenic qualities. County participation has been particularly helpful toward these objectives.

Existing Facilities

A distinction is made between facilities which serve as a recreational activity to the tourist and those activities which serve the recreational activities of the resident population. The tourist recreational facilities are those portions of the environment which are unique to the Key West area and hence attract the visitor to Key West. Because of this unique situation, the City of Key West should take positive action to preserve these unique areas, and also strive to improve the recreational activities afforded to the resident.

Key West is typical in comparison to other American cities in that the oldest and most densely developed portion of the urban area is the section most devoid of recreational facilities. Existing recreational facilities are inventoried in Table 7.

West of White Street the City has one of the nicest beach parks and fishing areas, but it also has some badly neglected parks in the older portion of Key West. Higgs Park between Reynolds, Casa Marina and White Streets is owned and maintained by Monroe County. It is generally well maintained with a diversity of equipment including:

- a. Horseshoe Courts
- b. Tennis Courts
- c. Volleyball Area
- d. Picnic beaches and barbecue pits

The Federal Aviation Administration tower on the extreme northeast corner of the property is in disuse and shows evidence of not being nearly as well maintained as the park it borders. South of Atlantic Boulevard, the White Street extension provides an excellent fishing area which is heavily used. West Martello Tower, which is located at the east end of the park, is maintained by the Key West Garden Club and is an interesting tourist attraction because of the history associated with it. The main beach west of Martello Tower is well maintained with a small amount of children's play equipment, two rotundas, and a long breakwater on the west end of the property.

The second beach area in this portion of the Island is South Beach at the base of Duval Street. This beach is not nearly as well maintained as Higgs Park Beach, and is located in a less desirable area. It is bordered by motels to the east which protrude into the water several hundred feet, and the pier on the west end restricts the beach area to a narrow 240 feet..

The constricted nature of the beach as it presently exists plus the lack of adequate maintenance combine to make this an area that does not have a strong attraction. A current problem is the large amount of seaweed and other debris which accumulates on the beach as a result of tidal action. On the positive side there is an area which can park a few cars on the west side of the beach plus a beach house and eating facilities.

The Community Youth Center owned by the City is on the corners of Louisa, Catherine, and Thomas Streets. On these sites are a swimming pool which is not now in use, a baseball field, an outdoor basketball court, and some abandoned play equipment. This area shows neglect of maintenance. The building connected to the swimming pool has broken windows and a general lack of attention although it receives heavy utilization. The park area which fronts on Louisa provides an excellent opportunity to be utilized as an intensive play area if the grounds were properly landscaped and furnished with proper play facilities. The baseball diamond is a heavily used facility but needs some repair. The basketball courts are also in need of some maintenance.

Properly developed this park area could serve as one of the key recreational facilities on the island. Present policy limits the use of the recreational building to the late afternoon and evening only and should be extended for guests utilization if possible.

A small playground, Galveston Lane Park, located in the middle of the block bounded by Windsor, Olivia, and Elizabeth is presently nothing more than a scrap area. There is some play equipment on this parcel including a basketball hoop, swings, and a slide, but this area is in much need of work to be brought up to acceptable standards for a neighborhood playground.

The Mallory Square area located at the northwest corner of the island, shows the results that can be obtained when the citizens and city officials make a concerted effort to improve the physical appearance of an area. The area is so designed that it is pleasurable for tourists and residents alike to walk through it during day and nighttime activities.

Two other tourist attractions in this section of the City are the Ernest Hemingway home, and the Key West Lighthouse. Both of these attractions are located on Whitehead Street between Olivia and Truman Streets.

The central section of the City has two recreational areas. Bayview Park is one of the nicest parks in the City. It is well designed and divided into active and passive recreational areas. The passive area is located at the eastern end and consists of memorials, walking paths, and park benches. The western end is designed for active recreational purposes containing basketball and baseball areas, tennis courts, a rotunda, and concession building. This park receives considerable use due to its location between the junior high and Truman Elementary Schools. In spite of its heavy use, the park is nicely maintained.

The second recreation area in this sector of the City is Smathers Beach, located on the south side of the island along Roosevelt Boulevard. This beach is owned and maintained by the City and is in all respects in much better appearance and condition than the City beach. There appears to be continual maintenance given to this beach and hence is a definite asset to the community. A minor deficiency noted along this beach is that there are only a few tables that could be used for picnicking activities.

Another area in this section of the City which is classified as recreational is Garrison Bight. Located on the extreme eastern end of the bight is the Key West Yacht Club. The newly completed Palm Avenue overpass with its associated parking lots increase the prominence of this area as a tourist sightseeing area. The attractiveness of the area could be greatly enhanced by landscaping the Palm Avenue overpass.

West of Kennedy Drive, there are several important resident recreation areas. One of the foremost areas is bounded by Kennedy Drive, Roosevelt Boulevard, Fourteenth Street, and Flagler Avenue. At the south end of this complex is Wickers Field. With the exception of the south end (adjacent to Flagler Avenue) this area is nicely maintained. Once the construction work on Flagler is completed, the City should endeavor to improve the appearance of Wicker Stadium along the Flagler Avenue approach. Located directly north of Wickers Field is Poinciana Elementary School, which has about five acres of playground and playfields.

Along in this area are the baseball fields on the southeast corner of Roosevelt and Kennedy. From outward appearance it looks as if this area was built upon sanitary land fill. The City should make an effort to complete this filling program along the east edge of the property. The appearance of this area from Sears is quite unattractive.

On Stock Island are the Botanical Gardens and the only golf course in the region. Both are nicely maintained but due to their somewhat "out of the way" location are probably not too well used by tourists.

Table 7
Survey of Existing Recreational Facilities

<u>Location Neighborhood</u>	<u>Name</u>	<u>Size Acres</u>	<u>Type of Facility</u>	<u>Operated By</u>	<u>Service Area</u>	<u>Facilities Provided</u>
1	South Beach	0.5	Regional	City	Key West	240 feet of beach minimum parking
1	Community Youth Center	1.8	Community	City	2 miles	Swimming pool, recreation room, dressing rooms, club rooms
4	Galveston Lane Park	0.3	Playground	City	.5 mile	-
4	Harris School	1.0	Playground	County	.5 mile	Paved lot
5	Higgs Park	16.4	Community	County	Region	Horseshoe, tennis, volleyball court, picnic benches, charcoal grills, 1,300 feet of public beach, vehicular fishing pier
5	Memorial School	1.0	Playground	County	.5 mile	Paved lot
7	Bayview Park	5.9	Community	City	1.5 miles	Baseball, tennis, basketball, volley- ball, shuffleboard courts
7	O'Bryant Junior High School	4.5	Playground, Playfield	County	1.5 miles	Playfield
9	Wickers Field Area	24.	Community Park	City	2 miles	High school stadium, athletic field, base- ball
9	Roadside Park	3.7	Regional Picnic Area	County	Region	Illuminated picnic area, grills, paved parking
9	Poinciana School	5.0	Playground, Playfield	County	.5 mile	Playfield
10	Smathers Beach	15.8	Regional	City	Key West	3,500 feet of beach, paved parking
10	Key West High School	6.0	Playground, Playfield	County	1.5 miles	Track, courts, and playfield
11	Airport Park	4.0	Regional Picnic Area	County	Region	Picnic tables, and grills, swing sets
15	Sigsbee School	7.0	Playfield	County	.5 mile	Baseball field
TOTAL		96.9				

Along U.S. 1 where it merges into Roosevelt Boulevard is a beautiful County maintained roadside park. The City could well consider this type of landscaping along North Roosevelt Boulevard.

It is important in developing recreational facilities, particularly in Key West, to note that often the school playground facilities provide satisfactory recreation for a neighborhood area - much more so than duplication of the same facility. Therefore, the present utilization of school playground facilities are perfectly reasonable and since they are essentially public facilities, there should be no reason why satisfactory agreements for use under supervision cannot continue.

Presently, the County has no formally designated parks or playgrounds outside of Key West within 50 miles, although it owns school tracts which might be developed, and has recently accepted two sites totaling 450 acres largely with frontage on the ocean at Sugarloaf and Saddlebunch Keys which would appear to be ideal toward satisfying the regional park needs.

One of the overall recommendations regarding recreational and open space facilities for the lower keys is that Key West and the County jointly study present and long-range needs of this area with the goal of formulating the best type of cooperative policies for obtaining recreational and open space.

Recreational Space Deficiencies

Provision of recreational facilities within the planning region is best measured in terms of the nationally recognized standards for such facilities. The National Recreation Association, among other agencies, recommends a standard of ten acres per thousand persons for recreational use. (This standard is sometimes quoted at one acre per 100 persons). Basically, this standard is to be applied to those areas which are open to the public and which are in public ownership. Therefore, although private golf courses, community recreational buildings and pools, YMCA's and other like institutions qualify technically as recreational uses, they are not included in this standard of measure because of their semi-public nature -- usually a semi-restricted subscriber membership. Similarly, bowling alleys and other commercially developed uses which provide recreational features for tourists and/or local residents, are not included because of their commercial nature and special orientation. Finally, agricultural and other public lands, used for specific purposes, are not classifiable as open space due to their specialized nature.

However, the provision of recreational space needs should be based on standards which reflect the expected need and usage. In this regard, low income families require many times the average public recreation space that high income families need. A comparison of the distribution of income ranges in the nation and Key West (Table 8) discloses that Key West has a higher proportion of low income families which suggests that an upward adjustment of the national standards would best suit the needs of Key West residents.

Table 8
Distribution of Recreation Space Users in Key West
and the United States

Income Range	Space User Rate (users per week per 100 persons)	National Income Distribution	Key West Income Distribution
\$10,000 and up	1.6	22.5%	11.6%
\$7,000 - \$10,000	7.0	23.2%	17.3%
\$4,000 - \$7,000	10.0	28.3%	41.3%
Less than \$4,000	20.0	26.0%	29.3%

This adjustment is made by taking the ratio of the sum of the products of user rates and the percentage in each respective income group for the nation (= 1,001) and for Key West (= 1,142) which gives recreational needs in Key West as $1,142/1,001 = 114\%$ of the national standard, or 11.4 acres per 1,000 persons.

Because Key West has so much waterfrontage, which provides vast open space along the shore, the total acreage requirement for recreation can be discounted by an estimated 2.5 acres, which gives a final adjusted standard for the Key West area of 8.9 acres per 1,000 persons. This total includes about 25% or 2.2 acres per 1,000 for neighborhood serving facilities, and the remaining 6.7 acres per 1,000 persons should be provided by community and regional parks and playgrounds.

Specific standards for each Neighborhood Analysis Area are determined in Table 9 by taking the ratio of median income in Key West to median income in the neighborhood and multiplying by the standard of 2.2 acres per 1,000 persons for neighborhood serving facilities. Neighborhoods 2, 3, 4, and 5, having generally older persons (characterized by households of three or less) will have recreation open space needs only 60% as great as areas with predominantly younger age groups.

The overall deficit of space for neighborhood facilities is found to be a conservative 13 acres. But criteria for recreation facilities is not limited to an overall community total, because one of the most important factors in the provision of recreational facilities is placement of recreation facilities convenient to the population they are to serve. A guideline standard for neighborhood serving facilities is a location within a walking distance of 1,500 feet, or a quarter mile radius of the area it is to serve, and so situated as not to require the crossing of a major street.

The entire area north of United Street and west of White Street with a total need of over 30 acres of neighborhood recreation space currently contains only 4.1 acres; the latter figure includes the grassless, but paved playgrounds of Harris and Memorial Elementary Schools, and the unequipped dirt lot on Galveston Lane.

Table 9
Space Needs for Neighborhood Serving Recreation Areas

<u>Neighborhood</u>	<u>Income Factor</u>	<u>Recommended Acres per 1,000 persons</u>	<u>Individual Neighborhood Standard (acres per 1,000 persons)</u>	<u>1966 Population (000's)</u>	<u>1966 Space Need (acres)</u>	<u>Total Supply*</u>
1	2.04	2.2	4.49	3.429	15.4	2.3
2	.97	1.3	1.26	.638	0.8	0
3	.97	1.3	1.26	1.938	2.4	0
4	1.53	1.3	1.99	6.593	13.1	1.3
5	.89	1.3	1.16	4.415	5.1	17.4
6	1.19	2.2	2.62	2.975	7.8	0
7	.90	2.2	1.98	3.124	6.2	10.4
8	.71	2.2	1.56	3.268	5.1	0
9	.93	2.2	2.05	4.196	8.6	29.0
10	.59	2.2	1.30	1.159	1.5	6.0
14	1.64	2.2	3.60	1.084	3.9	0
15	.94	2.2	2.07	5.267	10.9	8.0
16	.51	2.2	1.12	.426	0.5	0
17	.96	2.2	2.11	<u>2.901</u>	<u>6.1</u>	<u>0</u>
		TOTAL		41.413	87.4	74.4

*Does not include Smathers Beach, the airport park, or roadside park which are not neighborhood serving areas.

Recreational Facility Standards

Overall recreation space needs in Key West, which were determined above to be 8.9 acres per 1,000 persons, can be further allocated among the specialized recreation facility types as a guide for mapping out a development program which would help relieve present deficits and guide the reservation of lands which will be required to serve future residents.

Based on the 1966 population of 43,870, and a projected 1987 population of 55,000 persons, total recreational space needs can be seen to be 390 acres and 455 acres, respectively. Utilizing recreational facility standards* for cities with Key West's population size, Table 10 allocates space needs for each type of recreational facility.

In compiling the list of existing recreational facilities, in Table 10, each present facility listed in Table 7 was evaluated to determine how it best satisfies each neighborhood serving facility, i.e., playgrounds, playfields, and neighborhood parks, with respect to the space devoted to each feature which the facility includes. In the case of community serving facilities, space was included in the tabulation only after first satisfying neighborhood needs.

Open Space, Greenbelts, and Wildlife Preserves

Urban open space is that area within an urban region which is retained in, or restored to a condition in which nature predominates. It may be used for recreation, conservation, or preservation of scenic or historic sites.

Open space provision, when properly approached, can be a major adjunct to the community, both in terms of scenic and conservation values as well as in terms of providing land reserves and potential recreational areas. Current acquisition of these kind of areas ensures against their being sold for development purposes and also allows the purchase to be at less than cost when pressure of adjacent land development puts a premium price on the proposed green spaces.

Open space can act as a buffer between different types of land uses, and as a means of preserving scenic qualities in the community. It is felt such space should be considered as an adjunct to the recreational facilities discussed above, rather than as an integral part of such facilities. However, where possible, multiple use of such reserves should be developed - particularly where limited recreational uses can be developed, such as fishing, hunting, riding, hiking, and like activities.

Opportunities for Improving Recreation

The densely developed "Old City", with its frequently narrow streets and crowded buildings has too few open spaces to relieve a sometimes oppressive closeness and the nearby presence of the waterfront is too well concealed to be of any help. If federally assisted renewal or code enforcement of any kind is contemplated in Key West, it is recommended that parks and playgrounds receive a high priority in the redevelopment plan.

*Handbook of Standards, 1960, Inter County Regional Planning Commission, Denver, Colorado.

Table 10
Recreation Space Needs, 1966 - 1987

Facility	Recommended Site Size (minimum)	Ideal	Radius of Area Served (miles)	Recommended Space Allocation (%)	1966		1987	
					Recreation Space Needs (acres)	Recreation Facilities (acres)	Developed Recreation Space Needs (acres)	Deficit (acres)
Playgrounds*	2	4	0.5	7%	27.0	14.7	12.3	33
Playfields*	10	15	1.5	8%	31.0	27.0	4.0	36
Neighborhood Parks*	5	10	0.5	10%	39.0	8.0	31.0	46
Community Parks	40	100	2.0	15%	59.0	23.2	35.8	68
Regional Parks**	100	200	10.0	60%	234.0	24.0	210.0	272
TOTALS				100%	390.0	96.9	293.1	455
								358.1

* Neighborhood serving facilities allocated on the basis of minimum recommended site size where larger community parks are utilized.

** District and regional park space needs adjusted and combined because of Key West's isolated geographic location. Beaches are included in the inventory of existing facilities.

The waterfront, too, while no further than 3/4 mile from any point in Key West, has received only a good beginning toward the attention it deserves. The swimming beaches on the south shore could be further developed into the proscenium for a "tourist paradise" by using a redevelopment plan for the area which might include an improved beach drive with carefully controlled commercial and hotel facilities against a backdrop of lush tropical landscaping.

The City and the County should join in a cooperative effort to determine what possibilities are available for adding to and developing park and playground areas. A carefully planned development of the recently acquired 450 acres on Sugarloaf and Saddlebunch Keys should be organized.

The many shallows offshore to the north of Key West offer exceptionally good opportunities for land fill recreation areas, particularly with regard to the prospects for general City expansion in that direction related to the possibilities of airport relocation.

Recommended Recreation Facilities

On the basis of the foregoing analysis it was determined that approximately 455 additional acres of recreation and open space will be required in Key West by 1987.

The recommended additions and improvements to the City's recreation facilities include:

1. Expand the Galveston Lane Park north to Harris Elementary by acquiring property and vacating streets, and develop as a playground and playfield in cooperation with School Board.
2. Vacate Royal Street one-half block north of South Street, and in cooperation with County School Board, acquire and develop vacant property to west, for playground adjacent to Reynolds Elementary School.
3. Acquire land and develop combination playgrounds and playfields in cooperation with the Monroe County School Board, adjacent to proposed elementary schools at the following locations: Raccoon Key, Stock Island south of U.S.1, the east and west areas of the airport property, and south of Northside Drive in the vicinity of 17th Street.
4. Develop a community park adjacent to a proposed senior high school north of U.S.1 on Stock Island.
5. Expand South Beach Park when the Flagler-Whitehead connector is developed.
6. Acquire property and develop the beach area between White and Bertha, south of Atlantic Boulevard as a city park to connect Smathers Beach and Higgs Park.

SCHOOLS AND EDUCATIONAL FACILITIES

Public School Facilities

A most important community service is that of education. Adequacy of school plants, along with professionalism of the teaching staff determine largely the quality of educational instruction which is made available to our children. Under-education or lack of experience with good educational processes is one of the major concerns throughout the nation today in regard to ability to obtain well-paying jobs and maintain individual opportunities for advancement in employment.

The school system is administered by the Monroe County Board of Public Instruction which employs responsible methods of planning for future plant needs. Advance planning has been accomplished through 1970 by the Survey of School Plants, Monroe County Schools, undertaken at the request of the Monroe County Board of Public Instruction. The survey was composed of representatives of other county school systems and from the State Department of Education.

This community facilities study is developed as a guide for community growth. Because schools contribute so greatly to the general well-being of the community, this study presents a long range examination of anticipated school needs to 1987, in terms of the existing and proposed school plant locations consistent with the recommendations for 1970, made by the recent School Board survey.

The survey recommended that one new junior high school and one new elementary school be constructed in Key West to relieve overcrowding of over 500* pupils and to meet the 1970 anticipated enrollment of an additional 1,351 pupils. Table 11 which follows lists a summary of survey proposals for the Key West schools.

Table 11
Present and Planned Utilization of Schools in the
Key West Planning Area

School	September Enrollment	Survey's Recommended Capacity	Present Utilization	1970 Enrollment	Survey's Planned 1970 Utilization
Harris Elementary	757	555	136%	555	100%
Memorial Elementary	1,052	720	146%	720	100%
Poinciana Elementary	835	680	123%	680	100%
Sigsbee Elementary	913	840	109%	840	100%
Truman/Reynolds Elementary	873	885	98%	873	98%
Horace O'Bryant Jr. High	1,220	1,190	103%	1,200	101%
New School "A" (Jr. High)	-	1,072	-	1,069	99%
Key West High School	1,035	1,260	82%	1,249	99%
New School "B" (elementary)	-	750	-	750	100%

*Enrollment in Key West schools, September 1966, was reported at 6,685 while recommended capacity of each school totaled 6,130 stations.

The long range forecast of school membership is, of course, subject to unanticipated changes in the population's age and composition, fertility rate, etc. The objective is to suggest, rather than predict, an arrangement of school locations that minimizes crossings of major arterials by young children, contribute to the cohesiveness of individual planning areas, while recognizing the current pattern of locations and capacities.

Tables 12 and 13 which follow, identify the calculations used to determine the number of schools needed by 1985.

Table 12
Projected Enrollment of Schools - 1985

	<u>Civilians</u>	<u>Military*</u>	<u>Total</u>
Persons of School age (ages 5-17)	10,238	4,233	14,471
Persons in Public Schools (assume 85%)	8,701	3,598	12,299
Grades 1 - 6	3,637	2,391	6,028
Grades 7 - 9	2,506	759	2,365
Grades 10 - 12	2,558	448	3,006

Table 13
Projected School Facility Needs - 1985

<u>School</u>	<u>Desirable Enrollment</u>	<u>Recommended Total Enrollment Present Schools</u>	<u>Additional Demand</u>	<u>Number of New Schools Required**</u>
Elementary	500	3,668	2,360	5
Junior High	1,000-1,500	1,200	2,065	1 - 2
High School	1,000-2,000	1,249	1,757	1

* The above estimates are based on proportional allocations of 1966 population by age groups of military households and of the 1985 projected civilian population based upon migration in proportion to surviving population in Table 8 of the Analysis of Households Survey.

** Includes two new schools proposed by survey.

Recommended Public School Facilities

Present school plants give relatively good coverage within the community; however, the Truman Elementary School is located on a major thoroughfare which creates a hazardous condition for the young children walking to school, and is a possible traffic problem during the morning and afternoon when parents pick up or discharge their children. As a general policy, elementary schools should be located completely within the neighborhood they are to serve in order that hazardous and traffic congesting school zones may be avoided.

While commonly found standards of 5 acres for each elementary school, 20 acres per junior high, and 30 acres for high schools plus one acre for each 100 pupils of anticipated enrollment are realistic in average communities, Key West with such limited space available could reasonably expect the School Board to reduce the criteria somewhat. Certainly, the City is helping meet the deficit of the School Board by permitting use of parks and playgrounds for physical education purposes.

It remains, however, that while state standards for minimum school sites may be unrealistic for Key West, the existing school plants are generally undersized, especially with regard to minimum playground space needs. It is noted that Harris, Truman and Memorial Elementary schools have virtually no playground space, although the Truman school makes use of Bayview Park facilities across the street for its physical education program. It is recommended that consideration be given to closing Georgia Street for one-half block south of Truman.

The Reynolds Elementary building, utilized by Truman Elementary School, is wholly without playground space for its 210 pupils. To improve this situation, it is suggested that Royal Street be closed for one-half block north of South Street and vacant property to the west be acquired.

The building known as the Key West High School Annex is utilized by both high school and elementary grade levels. The physical and functional obsolescence of this facility suggests that it be redeveloped or disposed of.

On the basis of the foregoing analysis, it was predicted that five additional elementary, one junior high school, and one senior high school will be required to house anticipated 1987 Key West school population. The following facilities are recommended adjacent to proposed City recreation facilities:

1. Five elementary schools be located at Raccoon Key, Stock Island, south of U.S. 1, east and west of the airport property, and south of Northside Drive in the vicinity of 17th Street.
2. A junior high school be located on airport property, possibly to be located in the existing airport terminal which could be modified and expanded for this purpose.
3. A senior high school be located on Stock Island north of U.S. 1 adjacent to a proposed City recreation area.

HEALTH FACILITIES

There are three hospitals serving the planning region. The largest of the three is the Monroe County General Hospital located on Stock Island. This hospital is currently listed as having a total capacity of 116 beds. There are also two smaller private hospitals located on Key West Island. The DePoo Hospital has 25 beds and the Galey Memorial Hospital has 11 beds.

There is also a large naval hospital located by U.S. 1 and Roosevelt Boulevard. This is open only to military or related persons except for emergency requirements.

The Florida State Plan for Construction of Hospitals identifies health facility deficits and sets forth priorities under which grants may be made for construction and modernization purposes. The current 1966 plan ranks Monroe County needs 16th among all Florida counties, and establishes that it is eligible for a grant of 60% toward its needs.

Key West General Hospital Needs

The 116 beds in the Monroe County General Hospital are rated as "non-conforming" and will require modernization to satisfy state requirements. The plan proposes construction of an addition to the hospital in order to increase the total number of beds by 32, or a total of 148 beds.

Long Term Care Units - There are none in the County although nursing homes fulfill requirements. With the unusually attractive winter climate, which Key West offers, and with its year-round freedom from air pollution, it is suggested that a permanent special care facility primarily to serve non-residents would be a desirable and practicable addition to the City's health resources.

Nursing Homes - While there are no nursing homes in Key West, the plan identifies a need for one with a 90-bed capacity to serve local residents.

Rehabilitation Facilities - These are facilities which are operated for the primary purpose of assisting in the rehabilitation of disable persons through an integrated program of:

1. Medical evaluation and services;
2. Psychological, social, or vocational evaluation and services, under competent professional supervision, and in the case of which -
3. The major portion of the required evaluation and services if furnished within the facility; and,
4. Either (a) the facility is operated in connection with a hospital, or (b) all medical and related health services are provided by, or under the general direction of qualified persons.

At present, there is only one rehabilitation facility in Key West, the Cerebral Palsy and Crippled Children Unit. This facility is classified as non-conforming and does not have any in-patient facilities. The State Plan proposes modernization of this facility and the addition of another type of rehabilitation facility.

Mental Health Facilities - There are no psychiatric facilities in Key West. One facility is proposed by the State Plan, preferably as an addition to Monroe General Hospital, including in-patient care. This facility would be eligible under a separate plan from the other health facilities for a 65% grant toward the approved project cost.

Recommendations

To provide the facilities necessary to service current and anticipated Key West population, it is recommended that a long range plan be developed to qualify the Key West General Hospital for Hill-Harris grant funds and to expand and upgrade the standards of service of the facility at its present location.

MUNICIPAL SERVICE BUILDINGS

Key West's major municipal service facilities include City Hall, the City Hall Annex at Duck Key Avenue and 15th Street, fire stations number two and three which are identified in another section of this report, and the convention hall located on Mallory Square.

City Hall, though relatively new, still suffers from a lack of adequate space to house city government activities. As an indication of the number of uses to which the structure is subjected, City Hall houses the following departments: Fire Station Number One; Police Department; Public Services Department; City Jail; Mayor and City Manager's offices; City Clerk's office; Tax Collector's office; Civil Service office; and the Credit Union office. At present, the City Hall Annex is being used as a youth center and does not contain the municipal departments that its name implies.

The convention hall is a converted warehouse which is air-conditioned and has a seating capacity of 500 persons. A large parking lot immediately north of the structure is sufficient to provide adequate parking for most activities.

The major problem regarding municipal service buildings then is an existing lack of space in City Hall which is destined to become more critical in the future. Possible alternatives to alleviate this problem are as follows:

1. Increase available room by removing from City Hall, those functions which need not be centralized and might even profit from decentralization.
 - a. Fire Station Number One could be relocated to an area from which all of the central business district and the old, densely packed, wooden residential structures would be more easily accessible.
 - b. The Police Department and City Jail could be relocated to an area that is more central to the planning area as a whole or to an area of high crime incidence.

Disadvantages of this alternative involve the capital outlay that would be required for new construction or renovation of an older structure to accommodate the department's needs.

2. Purchase adjacent property to construct a city hall annex. Although this alternative would satisfy the demand for additional space, disadvantages might arise not only from the expense involved but the reduction in efficiency and convenience that would occur through not having interrelated city departments in the same building.
3. Expand the existing city hall northward into that area now occupied by the municipal parking lot. Although this alternative would enable building expansion on property that is already city owned, the reduction in parking capacity of the well located public lot would be a definite disadvantage.

Recommended Public Building Facilities

It is recommended that future consideration be given to the construction of a Public Safety Building to house the police and fire station number one facilities. Vacated space in the existing City Hall could be remodeled for City administrative activities.

LIBRARY FACILITIES

Although the public library in Key West has been operating under County sponsorship for only seven years and thus, might be thought of as a young facility, it is actually a continuation of the oldest library service in south Florida, the Key West Library Service, which is observing its 75th year of operation. Begun in 1892, in the old Masonic Temple by the Key West Women's Club, the library has progressed to the point where it occupies well located quarters at 700 Fleming Street.

At present, the library has an inventory of approximately 50,000 volumes and that number is rapidly growing. The staff includes 10 people in the main building and a bookmobile librarian who travels 150 miles through the Keys. Reading material is well rounded. A historical research department is also active.

A problem exists in the fact that the library suffers from inadequate space. To counter this threat to its continued smooth operation, it is recommended that the library continue in its plan to expand by acquiring adjacent property.

The American Library Association and the Florida State Library Association maintain that four books per capita is a desirable standard. At that figure, the library's present inventory is roughly 36% of the "ideal" standard of 136,000 volumes. As it is recognized that, in its present form, the library is young and still growing, it is recommended that present momentum be maintained as a means for approaching the ideal standards.

Recommended Library Facilities

It is suggested that future consideration be given to construction of a branch library on City-owned property at the southeast corner of Roosevelt and JFK Drive. The accessibility of this site and its proximity to Key West's major community shopping area make it an ideal location for this type of facility.

FIRE DEFENSE FACILITIES

The entire area from Key West to Bay Point is served by the Key West Fire Department. In addition, the Navy areas and the Key West International Airport are protected by their own units.

Key West's fire fighting force is comprised of 41 men including one fire chief, one deputy fire chief, one fire inspector, nine fire captains, twelve firemen-drivers, and seventeen fire fighters. Major equipment consists of four pumper trucks, all in good condition: two 750 gpm* trucks with 500 gallon water tanks, one 750 gpm truck with a 300 gallon water tank, and one 1,000 gpm truck having a water tank capacity of 1,000 gallons. Another 1,000 gpm pumper is planned for future acquisition.

Table 14
Existing Fire Defense Facilities

<u>Station</u>	<u>Location</u>	<u>Men on Duty</u>	<u>Major Equipment</u>
1	Angela and Simonton Streets	6	1 pumper truck (two in future)
2	Duck Key Avenue and 15th Street	2	1 pumper truck
3	Virginia and Grinnell Streets	4	2 pumper trucks

For the protection of Key West alone, the fire stations appear well located offering maximum protection and minimum response distance for the high value downtown area and the closely packed wooden residential structures in the Key West historical area. Less emphasis but still adequate service is provided to the low density residential areas that are developing on the eastern part of the island.

At present, Key West's fire rating as provided by the National Board of Fire Underwriters is Class 6.

Recommended Fire Defense Facilities

Based upon maximum response distance as recommended by the National Board of Fire Underwriters, most of the Key West planning area appears adequately served at present. However, adequate protection for continued development on Stock Island and Raccoon Key is lacking because of excessive response distances and the availability of only one truck at station number two to answer calls in that area. Possible alternatives to counter this increasingly important problem are listed on the following page.

*Gallons per minute.

1. Construct a new station on or in the vicinity of Stock Island to accommodate sound future development. This alternative would greatly reduce response distances providing a maximum of fire protection for new development. The major disadvantage lies in the need to not only purchase new equipment and additional personnel but to construct a new facility as well.
2. Provide additional personnel and equipment at station number two to properly equip it to handle not only the eastern portion of Key West but increasing development on Stock Island as well. While this alternative has the advantage of a lower capital investment than alternative one, it has the disadvantage of reduced effectiveness as the response distance would remain farther than desirable.

In either case, it is recommended that the City discuss this matter with representatives of the National Board of Fire Underwriters, the Key West Fire Department, and local insurance representatives to assure a course of action which would be beneficial to Key West's fire classification.

One of the most important locational aspects to be considered with regard to fire stations is that they be served by good street access to all parts of their response area. This constitutes a major deficiency in the case of the central fire station whose doors open onto Simonton Street. Simonton is one-way south. To respond to a call in the northern sector of the old Key West area, where timing is especially critical due to the occurrence of dense groupings of wooden structures, fire trucks must either turn left against on-coming traffic; turn right and then left on Angela Street which is narrow and often blocked to large vehicles by parked cars; or turn right on Simonton, right on Angela, and then turn right again on Duval which is usually heavily congested with slow moving traffic. At present, this problem is partially alleviated by strategically placed, red traffic warning lights that are actuated by the fire department when necessary. To relieve this potentially dangerous situation, the following alternatives are recommended:

1. Modify the street pattern on southbound street to one-way north as proposed in the Thoroughfare Plan to provide better means for fire truck egress and access. This alternative would reduce response time to fire calls while, at the same time providing better traffic circulation and greater traffic safety in the affected areas. A disadvantage would be the possible cost of providing the necessary street improvements.
2. Move the fire station and police department from their headquarters in City Hall to a new public safety building at a location which offers better access to major streets and to those areas of Key West which require a minimum of response time. This alternative would offer the advantage of better circulation while freeing space at City Hall to expand other activities. The present station is already geographically well located so station relocation would not necessarily provide a benefit in that respect. Disadvantages would be the expense required for constructing and outfitting a new station.

POLICE PROTECTION

In fulfilling its important role of community protection, the Key West Police Department has jurisdiction over the incorporated City of Key West. Providing additional police protection to the planning area are the Armed Forces Police, the Florida Highway Patrol, and the Monroe County Sheriff's Department which patrols the unincorporated portion of Stock Island and Raccoon Key.

The Key West Police Department is composed of 41 members which includes one chief, one deputy chief, thirty-two policemen, four detectives, one prison guard, one meter maid, and a cook. Lending additional efficiency and support are two trained police dogs. Although the duty shifts vary, they usually are composed of five to six men. The work week is 40 hours.

At present, space available for daily operations appears adequate. The police quarters which are housed in City Hall include a dispatching room, record room, squad room, two detention cells (one for male prisoners and one for female), and ten cells for longer term residents.

The department operates nine motor vehicles: three marked patrol cars; two station wagons (one to transport the police dogs); one unmarked detective car; and three motorcycles.

At present, the complement of men assigned to the Key West Police force constitutes a slightly smaller ratio of force-to-population than is recommended by the International Association of Chiefs of Police and the International City Managers' Association (1.17 policemen per 1,000 population to 1.41 policemen per 1,000 population). Using this same standard ratio, it appears the Key West force needs will rise to 55 men by 1987. It should be remembered, however, that in the final analysis, the size of the police force, both present and future, should be based on the historical incidence of crime and the experienced reduction in the crime rate that is directly attributable to the police activities. Community character and local law enforcement procedures will determine whether or not an "ideal" standard is applicable.

Recommended Police Protection Facilities

If growth in the police department is actually necessary as indicated, the following alternatives are presented to counter the space limitations of the present facility:

1. Provide additional room by increasing the size of the present facilities. While this course of action should satisfy space needs, it would present the problem of where to expand. Expansion northward appears to be the only reasonable alternative and that would reduce much needed parking area that is provided by the municipal lot.
2. Continuing the theme of centralizing police functions, another alternative would be police station and jail relocation to larger quarters in a Public Safety Building central to the entire planning area or which, because of its high incidence of crime,

would benefit from the close proximity to the police station. This alternative would provide the advantages of increased space and growing room and possibly a better location while yielding space in the City Hall that could be taken over by other municipal departments. The disadvantage lies in the high cost of constructing and equipping a facility for police use alone.

3. To provide additional space, a third alternative is the operation of a police sub-station in that sector of the Key West planning area in which rapid growth is evident. This alternative would provide additional space as necessary and, could possibly be an additional factor in crime reduction. The disadvantage, again, would be the cost of construction of a new facility or renovation of an old one.

GARBAGE COLLECTION AND DISPOSAL

Garbage and trash collection for the Key West planning area including the naval housing areas and Army missile sites is provided by the Florida Disposal Company which is under contract to the City of Key West. Garbage pickup is on a twice-weekly basis except in the case of restaurants which receive service every night. The Navy collects and incinerates garbage from the bases. Streets are swept by mechanical sweepers operated by the City of Key West.

While the pickup of garbage is adequate, disposal remains a problem and one which will become more critical in the future. At present, approximately 75 tons of garbage per day is dumped as sanitary land fill on the northern part of Stock Island. Roughly 50% of the garbage is combustible material that is separated and burned. The remainder of the refuse, both organic and inorganic, is deposited and then covered with earth at regular intervals. The covering material consists of marl which must be made available by blasting with dynamite. Such a manner of garbage disposal, while relatively inexpensive, offers such problems as the following:

1. The "sanitary" land fill is seldom truly sanitary. Such fill areas often breed flies, attract rodents and birds, emit unpleasant odors, and through spontaneous combustion catch fire thus creating problems of air pollution.*
2. As organic matter that is dumped as sanitary land fill decays, it often changes in volume creating an unstable soil situation that requires a long period of settling before the land can actually be used for construction. Even then, use of such land for housing is questionable though institutional, commercial, or industrial buildings using special foundations are potentially suitable for construction on sanitary land fill.
3. Because of development in the form of the Key West Junior College and proposed residential construction that is encroaching on the existing Stock Island sanitary land fill site, new sites for garbage disposal activities must eventually be found. This is complicated by the fact that adequate sites for future sanitary land fill operations are unavailable in the rapidly developing Key West planning area.

Essentially, then the situation is this: with increasing Key West planning area development over the next twenty years, daily garbage disposal of at least eight additional tons** will make increasingly more critical the question -- "What can be done with Key West's refuse?" There are several alternative conditions as listed on the following page.

* However, the Monroe County Health Department reports that there have been few complaints concerning the Stock Island sanitary land fill site.

** Based on a general rule of thumb of 3 pounds per person per day.

1. Find additional sanitary land fill sites on keys outside the planning area. This alternative, while removing the garbage from Key West, would create additional problems for the other keys. Further, the need to truck garbage over larger distances would be more expensive and thus, would decrease the relative economic advantages that sanitary land fill would have over the processes of incineration or composting. Finally, it is interesting to note that sanitary land fill is not acceptable in the Boca Chica area because of the fact that smoke and the birds that are attracted to such fill sites are hazardous to landing aircraft.

A possible sanitary fill location would be the proposed recreation area located north of the island. If carefully controlled and screened this might provide a suitable and economical sanitary land fill location.

2. Dump the garbage from barges into the Atlantic Ocean. This alternative is prohibited by federal law.
3. Use the composting process of garbage disposal. In the composting process, garbage is pulverized, moistened, and allowed to be decomposed by bacteria under controlled conditions that eliminate smoke and odor. The end product of the composting process is material that may be sold as moisture retaining topsoil for landscaping. This compost, of course, could be beneficial to encouraging lush tropical growth in the keys. However, for Key West, there are drawbacks:
- a. The composting plant is expensive. One such plant in St. Petersburg that is operated by the International Disposal Corporation and has sufficient capacity to serve 60,000 people cost roughly \$1,500,000 to build.
 - b. The composting process requires that the pulverized garbage mixture contain at least 30% of fresh water. As water is already critical in Key West, this is a problem that cannot be easily overlooked. However, one alternative water source could be treated sewage processing plant effluent.
4. Employ incineration as a means of garbage disposal. Incineration offers a final alternative to solution of Key West's garbage disposal problem. In the process of burning and reducing garbage to ash, the incinerator is a process that creates few smoke and odor problems and takes up relatively little space. The residual ash, when deposited as fill is truly sanitary and is not subject to the further decomposition that is true of sanitary land fill. Although as a result of the quenching process, the immediate product of incinerator combustion contains approximately 45% water, the small particles quickly dry to form a fairly stable mass. Though the expense of incinerator construction is increased, salt water may be used in the quenching process.

The major problem concerning incinerators appears to be one of cost. Though commercial uses are presently being sought for the incinerator product, at present it is not a saleable commodity that could be used to offset equipment costs.

Recommended Garbage Facilities

In the final analysis, the best alternative must be selected on the basis of which offers the best cost-benefit relationship for the Key West planning area. This applies to social costs and benefits as well as economic considerations. Further, garbage sites are industrial in character and must be located with respect to such factors as prevailing winds and adjacent land uses.

It is recommended that study be given to establishing a screened and protected sanitary trash and garbage fill in the submerged land area north of Key West Island to be developed later as a recreation area.

KEY WEST AIRPORT FACILITIES

The historical importance of changing technologies of transport on Key West's economy has been outlined elsewhere. The improvement of the area's continental accessibility is a prime means for stimulating the area's economic and social development. Although the development of air freight as a method of transporting bulk goods is still in its infancy, with increased speeds, capacity, and service all apparently coming in the very near future, the development of both business and industry will be greatly abetted. One major airline alone currently has fifty scheduled cargo flights weekly from Miami to Latin American terminals.*

The economic activities which may be attracted to the airport are many and varied. To effectively utilize the facilities provided, business and industry must be able to make use of certain advantages which the airlines are now able to provide. First is the speed which the airplane offers, and with the introduction of jets, flying time is being continually reduced. Second, is the reliability of the service, the availability of the service, the design of the aircraft and the goods to be shipped. The final and perhaps most important consideration is the effect on the cost of the item being shipped.**

Growing recognition of modern airports as stimulants to industrial and commercial growth and development in their environs is emphasized by an article in Airlift Magazine. The author, Leigh Fisher, states:

"Air transport is being closely integrated into business commercial planning. Offices, factories, and warehouses are being located, expanded and reorganized to take full advantage of air transportation's speed, flexibility, and economy.

Relying on the air, industry is becoming more footloose in picking plant sites. Decentralization comes easier. Top management has a new mobility to spread over the nation in a matter of hours. Air shipment helps cut shelf inventories and air transport is daily becoming a vital factor in more and more industrial-commercial operations.

With this trend, business is insisting on a closer tie to airports. As a result, industrial-commercial concentrations at major airport cities, and most noticeably in industrial areas adjacent to airports, is becoming more commonplace.

Until five years ago, most industrial site specialists shied away from near-airport sites, fearing noise and hazard. But as business executives became aroused by office/plant-to-airport commuting times, they began to demand airport proximity. The picture has so changed that today industrial realtors feel airport-oriented industrial complexes will have as great an impact on future business location patterns as the shopping centers had in retail fields.

* Wall Street Journal, Pan American Airways Advertisement, March 1967.

** Detroit Metropolitan Area Regional Planning Commission, Environs Study and Plan, Detroit Metropolitan-Wayne County Airport.

A few communities have been quick to note this trend and capitalize on it, not only through increasing airport traffic but also as a means of halting residential encroachment on airport boundaries. The industrial area offers a better airport buffer strip than trees or open land and its tenants become active defendants of the airport's operation and improvement.**

Key West's air terminal facilities are provided by Monroe County. The County acquired restricted title to the 159 acre site from a group of investors in 1952, for \$150,000. The title to the land contains a reverter clause which specifies that the title shall return to the original owners if the site is not used as a public airport.

There are many factors which determine the adequacy of the existing facility and the appropriate location and configuration of a future facility. Review of some of these criteria are identified below.

Runway Lengths

Historically, each new generation of commercial transports has required longer runway lengths. In 1948, the Civil Aeronautics Administration issued a standard TSO-N6 (Technical Standard Order) designed to level off this continuing increase in runway lengths. The CAA standard set a limit of 8,400 feet as the maximum basic runway length. It was planned that the 8,400 foot standard would hold fast for future aircraft including jet transports though still much in the future. The standard held firm for 10 years for such new aircraft as the DC-7C but, as the jet transports took more definitive form and the necessary trade-offs between design compromises and operating costs were made, the jet transport finally required a basic runway length of 10,500 feet.

In 1958, after much study, the then CAA increased the TSO-N6 basic runway length from 8,400 feet to 10,500 feet to accommodate the jet transports. A study conducted by the Detroit Metropolitan Planning Commission concluded that: "As the SST approaches finalization in design, the necessary trade-offs for safety and profitable operation may well demand a 12,000 foot runway".**

Given these aircraft landing requirements, it can be seen that Key West International's 4,800 foot paved runway restricts the area's air accessibility by severely limiting the types of aircraft that can safely use the facility.

Prevailing Winds

Since all aircraft must take off and land into the wind when it is above a certain intensity, wind direction has a dominant effect on runway usage. Although jet transport aircraft are only moderately effected by winds of 11 knots and typically can use a choice of runways during these conditions, smaller aircraft cannot operate with any significant cross-wind component and, thus require runways aligned parallel to wind direction.

* Leigh Fisher, "Airport Industrial Planning," Airlift Magazine, September 1962, p. 39-40.

** op.cit., p. 38.

The patterns of the Key West area's wind direction and intensity were identified in the physiographic study. Weather Bureau 12-year average data at the Key West International Airport indicates that winds of greater than 11 miles per hour occurred on an annual average of 55 days from the east and west, 35 days from the northeast and southwest, 35 days from the southeast and northwest, and 25 days from the north and south. Winds under 11 miles per hour occurred on 70, 45, 70, and 40 days from these four sectors, respectively.

Given these factors, a runway pattern utilizing a main east-west runway with secondary northeast and southwest and/or northwest and southeast secondary runways would take best advantage of prevailing winds. If only one secondary runway were constructed, a north-south alignment would seem to provide the best compromise.

Noise Level

The history of the evolution of commercial aircraft shows that each new series of transports was built around a new engine development with increased horsepower. These power increases have been paralleled by a concomitant increase in aircraft noise. This noise problem was greatly aggravated by the introduction of jet aircraft, with their tremendous increase in power and the higher frequency characteristics of the sound they generate.

Although the actual definition of the community overt action area (i.e., the area surrounding the terminal where the noise levels become so objectionable that residents are motivated to complain) is a complex process and beyond the scope of this study, it can be said that aircraft generated noise of greater than 100 decibels during the evening hours is objectionable to most people. (The following transportation noise levels are given for comparison: railroad diesel at 100 feet = 106 decibels; a semi-trailor truck on highway at 100 feet = 85 decibels; an auto on a highway at 100 feet = 78 decibels.) The Federal Aviation Agency, in discussing the area subject to the most intense noise problems, defines in general terms the most critical areas and says:

"Although the aircraft noise problem may encompass the entire area bordering the airport, the most troublesome areas are those which lie immediately under the takeoff and landing paths of jet runways; therefore, to the extent possible, the use of these land areas should be confined to non-residential development or to land uses such as industrial, commercial, agricultural, recreational or public parks which are not subject to high population concentrations".*

The affected area surrounding the terminal could be defined as extending approximately one-half mile parallel to the runway and one and one-half miles off each end of the runway. This area is not suitable for the development of residential activities, but may be developed for a variety of commercial, industrial, and open space uses (low density uses).

*ibid., p. 47.

Recommended Airport Facilities

As stated elsewhere, the historical growth and decline of the Key West region has and will continue to be strongly influenced by changing technologies of transportation. An airport terminal capable of handling all types of aircraft is thus vital to the region's future development. An air terminal is a catalyst for investment; consequently, its location can be used by the City as a means to achieve its desired land use plan.

Thus it is recommended that the City take all possible steps to ensure the development of an air terminal at the Bay Key location at the earliest possible time.

COMMUNITY FACILITIES PLAN

WEST URBAN AREA



PROPOSED
EXISTING
CITY
COUNTY
LAND AREA

CITY
COUNTY

LAND AREA

POINT AND ARE.

HYDRAULIC LAND FILL EQUIPMENT

A common thread running through many of the land use and community facility proposals is the need for the City to develop means to control the location, configuration, and standards of development in submerged lands. The physiographic study identified the need to establish floor lines at nine feet above sea level, to provide protection from hurricane damage; but this standard would significantly increase the costs of development.

There presently is no hydraulic dredge equipment located in the Key West region. Thus most local land filling is done with "drag-line" equipment, which is limited in the distance which it can transport fill. Most loose fill in the Key West region is located north of the island out of reach of this equipment.

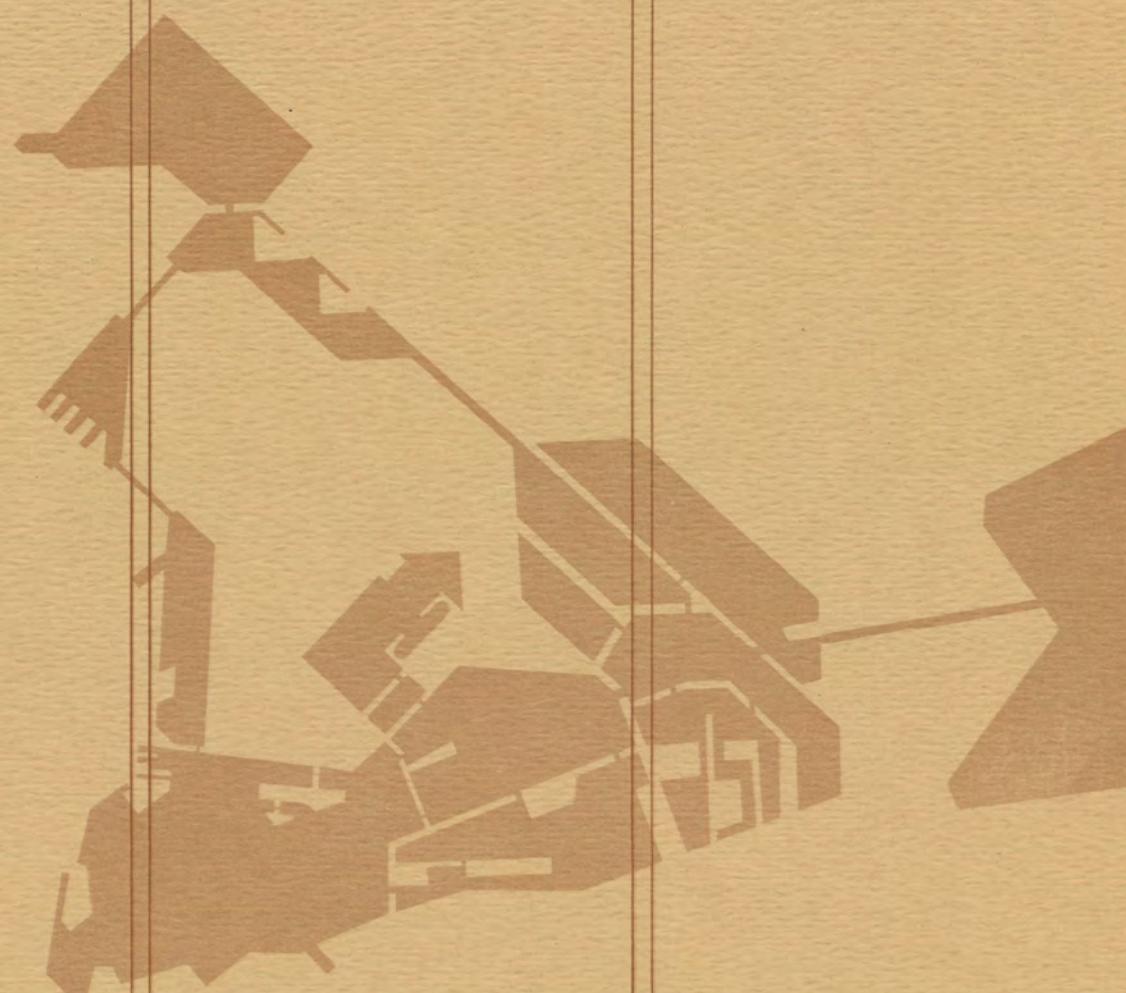
Thus, to "write-down" the cost of developing marginal lands to safe standards, to improve various public facility sites, including the airport, and to provide a public service that could potentially earn a profit, it is suggested that the City of Key West investigate the feasibility of purchasing a new or used hydraulic dredge, possibly with the assistance of a federal community facilities grant. This could possibly be done in cooperation with Monroe County or other special purpose governmental agencies in the area.

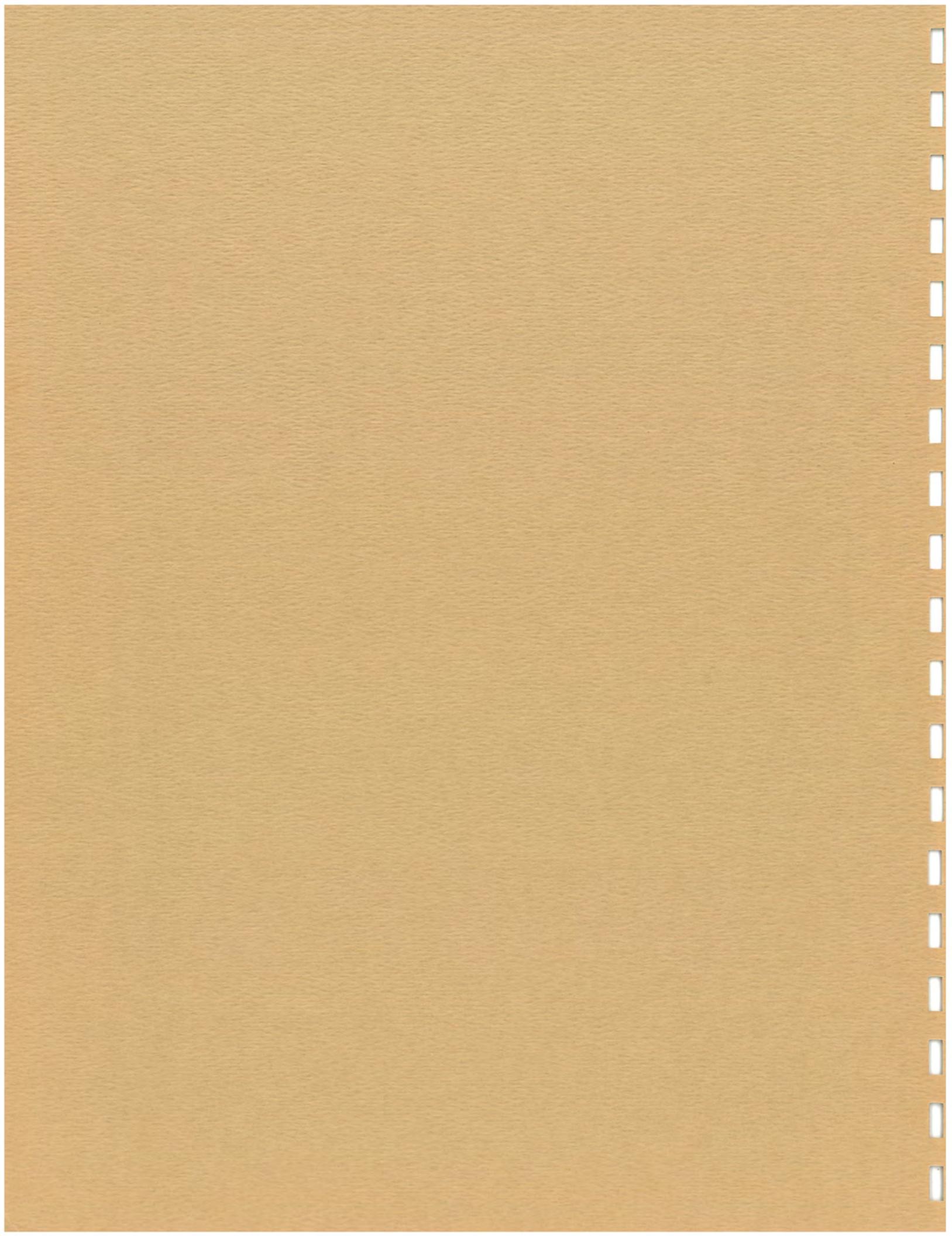
In addition to working on City projects, the dredge, which could be crewed by public employees, could amortize itself and pay expenses by bidding on public and private fill projects in Key West and Monroe County.

Although detailed determination of the type of equipment that would be required is beyond the scope of this study, the Hendry Corporation of Tampa, which has completed many of the recent dredging projects in the Key West region, stated that due to the rocky limestone material prevalent in the area, a medium-sized dredge with a minimum discharge pipeline of 16 inches in diameter would be required. This size dredge would require the following support equipment: a service barge for fuel and water, a storage barge for pipeline, a 100 horsepower (approximately) tender boat, and a mechanical derrick. If purchased "new" the estimated cost of this equipment would be \$750,000. To operate the equipment on a three-shift, 24-hour basis, it is estimated that a 25-man crew would be required.

SECTION D

PUBLIC IMPROVEMENTS PROGRAM





INTRODUCTION

The comprehensive plan is a 20-year guide for the development of Key West. This plan involves costs that will be borne by private citizens and by the City. Private investments are guided in the direction of the plan by the City's land use control ordinances. Public investments are guided toward the desired pattern by long-range scheduling of capital requirements for public improvements projects. The means by which this is accomplished over the 20-year period is by a Public Improvements Program. This is a "shopping list" of all construction projects anticipated or proposed by the plan ranked according to relative public need.

A Capital Improvements Program and Budget are two other related items that require definition to ensure common understanding. A capital improvements program consists of a more detailed list for a five-year period. Finally, a capital improvements budget consists of a list of projects to be constructed in the next budget year.

The purpose of this report is to identify these foreseeable improvements which will be required to implement the plan within the next two decades (i.e., the Public Improvement Program), and to establish a procedure to assist the City in adapting the long-range proposals to the City's annual budget preparation process (i.e., developing a five-year Capital Improvements Program and Annual Capital Budget).

In the succeeding three sections, (1) criteria for establishing priorities among competing projects are suggested, (2) a 20-year public improvements program is recommended, project costs are estimated and priorities are assigned, and finally, (3) a procedure is recommended to assist the City in adopting a procedure to develop a five-year schedule of capital improvements which can be updated annually as part of the City's annual budget preparation process.

CRITERIA FOR PROJECT PRIORITY ASSIGNMENT

Assignment of priorities for expenditures of limited City resources is the ultimate policy question and is within the jurisdiction of the Key West City Commission. The following criteria are identified to assist the City Commission in this regard by providing a systematic basis for assignment of priorities to competing projects.

It is suggested that if the City adopts a capital improvement programming process, the following definitions be adopted to serve as the criteria for assigning projects to one of the following four relative-need classifications:

Priority 1 - Urgent

- (a) The improvement is necessary to ensure the public health and safety now!
- (b) The improvement is necessary to complete an improvement or make an existing facility usable!

Priority 2 - Necessary but not Most Urgent

- (a) The improvement will serve the entire City!
- (b) The improvement will further the policies of Key West's development plan!
- (c) The improvement will provide service to presently unserved or underserved areas of the City of Key West!

Priority 3 - Excellent, but not Vital at this Time

- (a) The improvement will serve primarily an area of the City of Key West!
- (b) The improvement will further the policies of the Key West development plan!
- (c) The improvement will provide service to an area presently underserved!

Priority 4 - Not to be Considered Now

- (a) The improvement will serve a "special" interest or a small area of the City of Key West!
- (b) The improvement will not effect or will be in conflict with the policies of the City's development plan!
- (c) The improvement will provide service to an area of the City presently receiving higher standards of service than other areas!

PUBLIC IMPROVEMENTS PROGRAM

The following table identifies public improvement projects anticipated in the 20-year development plan. Projects, together with the estimated costs are identified by functional category. Priority ratings are assigned on the basis of the descriptive statements identified in the preceding section.

Table 15
Public Improvements Projects - Key West Planning Area

<u>Project Description</u>	<u>Priority Assignment</u>	<u>Approximate Project Cost</u>	<u>Source</u>
I. Street Improvements			
Arterials			
Palm-Angela to Eaton, improve	3	\$ 100,000	Primary road funds
Eaton-White to Whitehead, improve	3	\$ 185,000	" " "
Truman-1st to Whitehead, improve	3	\$ 390,000	" " "
Flagler Avenue-2nd to Vernon, improve	2	\$ 125,000	" " "
Flagler-Whitehead connector, fill causeway and construct	2	\$ 275,000	" " "
Highway 1-Flagler connector-Roosevelt to vicinity of 15th, acquire right-of-way and construct	3	\$ 50,000	Secondary road funds
White-Casa Marina to Naval Station Annex, improve	3	\$ 125,000	" " "
Bertha-North Roosevelt to Atlantic, improve and straighten alignment at Flagler	3	\$ 170,000	" " "
White-South Roosevelt connector, acquire right-of-way, and construct bridge	2	\$ 150,000	" " "
E-W Airport Access, acquire right-of-way, construct on filled causeways with bridges at proposed waterways	3		" " "
Collectors			
Southard-White to Whitehead, improve	3	\$ 74,000	City
United-First to Whitehead, improve	3	\$ 126,000	"

Table 15
(cont.)

<u>Project Description</u>	<u>Priority Assignment</u>	<u>Approximate Project Cost</u>	<u>Source</u>
Southeast Section Collector-South Roosevelt to Flagler, acquire right-of-way and construct	3		Developer and City
Northside Drive-JFK to Flagler, improve	3	\$ 132,000	Developer and City
Country Club Drive-U.S.1 to U.S.1, improve	3	\$ 160,000	Developer and City
2nd, 5th, 4th-U.S.1 to U.S.1, improve	3		City
II. Sewage Facilities			
Rehabilitation of Sewage Lift Station A	1	\$ 163,000	City and Federal Community Facilities Grant
Rehabilitation of Sewage Lift Station B	1	\$ 31,800	" " "
Rehabilitation of Sewage Lift Station C	1	\$ 28,200	" " "
Rehabilitation of Sewage Lift Station D	1	\$ 150,000	" " "
Rehabilitation of Sewage Lift Station E	1	\$ 23,500	" " "
Rehabilitation of Sewage Lift Station F	1	\$ 25,600	" " "
Rehabilitation of Sewage Lift Station G	1	\$ 13,700	" " "
Pressure Sewer for Lift Station D	1	\$ 117,700	" " "
III. Building Structures and Improvements			
Construct new public safety building	3	\$ 450,000	Federal Community Facilities Grant
Remodel existing city hall	3	\$ 100,000	City
Construct new branch library	3	\$ 100,000	Federal Community Facilities Grant

Table 15
(cont.)

<u>Project Description</u>	<u>Priority Assignment</u>	<u>Approximate Project Cost</u>	<u>Source</u>
IV. Playgrounds-Playfields, & Community Parks			
Expand Galveston Lane Park north to Harris Elementary, approximately 2 acres, as a playground and playfield	2	\$ 500,000	City and Federal or State Open Space Grant
Expand Reynolds Elementary site for playground, vacate Royal Street 1/2 block north of South Street	2	\$ 150,000	" " "
Develop five playgrounds/playfields adjacent to proposed schools. Northside Drive in the vicinity of 17th, 2 on airport property, south of U.S.1 on Stock Island, and north of U.S.1 on Raccoon Key	3	\$ 400,000 (each)	" " "
Expand South Beach Park as community park when Flagler-Whitehead connector is developed	2	\$ 400,000	City and Federal or State Open Space Grant
Acquire property and develop a community park between Higgs Park and Smathers Beach when the White-South Roosevelt connector is developed	3	\$1,000,000	" " "
Develop a community park area on sanitary land fill north of Key West Island	3	-0-	City and Federal Community Facility Grant
V. Bridges, Docks, & Bulkheads			
Construct bridge over waterway at 9th and Flagler	2	\$ 100,000	Primary road funds
Construct bridge over waterway in vicinity of Bertha and South Roosevelt when South Roosevelt-White Street connector is developed	2	\$ 100,000	Secondary road funds
Construct bridge over waterway at 9th and North Roosevelt	2	\$ 100,000	Primary road funds

Table 15
(cont.)

<u>Project Description</u>	<u>Priority Assignment</u>	<u>Approximate Project Cost</u>	<u>Source</u>
Investigate acquisition of a 16 inch medium sized Hydraulic dredge with necessary support equipment	3	\$ 750,000	City, County, and other government agencies and Federal Community Facility Grant
Improve waterway in vicinity of 9th Street-Hawk Channel to Garrison Bight Channel	1	-	-
Improve Cow Key Channel-Hawk Channel to Barque Channel	2	-	-
Improve Boca Chica Channel-Existing Channel south of U.S.1 to Barque Channel	3	-	-
Dredge Channel through Stock Island south of 1st-Cow Key Channel to Hawk Channel	1	-	-
Improve Channel south of Riviera Drive-Cow Key Channel to 9th Street Channel	2	-	-
Dredge E-W Channel north of Key West Island-Key West Harbor to Cow Key Channel	3	-	-

CAPITAL BUDGET PREPARATION PROCEDURES

Given a 20-year public "shopping list" of needed improvements that far outstrips the City's resources, a means needs to be developed which will ensure that all expenditures for construction projects will have maximum benefits for Key West's long-range development objectives. The method proposed is for the City to develop a five-year Capital Improvements Program as part of its annual budget preparation process. The following procedures are suggested to assist in the establishment of this annual capital budget process.

Capital Improvement Program Budget Calendar

The following Capital Improvements Program budget calendar identifies when and what actions need to be completed, and who is responsible for completion of these actions, in order to complete an annual updating of the Capital Improvements Program in time of the City's August 30 budget completion deadline.

Table 16
Recommended Capital Improvement Program Budget
Calendar 19 to 19

<u>When?</u>	<u>Who?</u>	<u>What Action?</u>
March 1	City Manager and Finance Director	Distribute necessary forms and instructions for completing Capital Improvements Program requests.
March 1	City Manager	Issues Notice to Residents soliciting suggestions for items to be considered in preparation of CIP. Deadline for receiving such suggestions will be 5:00 p.m., March 15, 19 <u> </u> .
March 15	City Manager	Review citizens' suggestions and direct each to appropriate department for consideration and inclusion in CIP, if so recommended by department head.
April 12	All Department Heads	Deadline for filing with the Finance Director typed CIP request forms, by priority, for the budget year and the four-year period following it.

Table 16
(cont.)

<u>When?</u>	<u>Who?</u>	<u>What Action?</u>
April 15	Finance Director and Internal	Compile and total all Capital Improvements Program requests into proper categories and years, and priorities and submit complete list to City Manager and Planning Board.
May 1 to May 31	Planning Board, Director of Planning, Finance Director	Review and prepare a list of Capital Improvements recommended for construction during the <u>budget year and the four-year period following it</u> , and forward to the Finance Director. The Planning Board is required to submit this list not later than June 1.
June 1	Finance Director	Compile complete preliminary listing of departmental requests and Planning Board recommendations, for review by City Manager, and for submission later to City Commission.
June 17 to June 21	City Manager and Finance Director	Review recommendations of Planning Board, et al, and enter recommendations.
June 22	Finance Director	Compile complete preliminary listing of all Capital Improvement Program requests for filing by the City Manager with the City Commission.
July 1	City Manager	Files proposed Capital Improvement Program with his recommendations with the City Commission.
July 10 to July 17	City Commission, City Manager, and Finance Director	Begin review of Capital Improvement Projects, and establish final priorities and projects to be accomplished within the funds available.
August 30	Finance Director and Auditor	Final Capital Improvement Program budgets, with all revisions, forward for printing and distribution as part of the City's annual budget.

Capital Improvements Program Requests

As suggested on the CIP Budget Calendar, future projects shall be initiated by City department heads or others by filling out a project request form. This form is for recording detail information as to costs and supporting reasons for each project being requested. The form should be used for each project, of the budget year and the four years following it. A sample form and general instructions for its completion follow:

1. Priority Type Number and Project Title - Enter the improvement classification number and title that applies as listed below:
 - I. Street Improvements
 - II. Sanitary and Storm Drainage Facilities
 - III. Buildings, Structures, and Improvements
 - IV. Playgrounds, Playfields, and Community Parks
 - V. Bridges, Docks, Bulkheads
2. Project Name - Give the project a brief, descriptive name. For example, "Flagler-Whitehead Connection".
3. Location - Give as exact a location as possible of the proposed project. If the project is dependent upon the acquisition of land, indicate this.
4. Description - Give the project a more complete description than that used in the "Project Name". Designate whether the project will involve new construction, addition to an existing facility, replacement, etc. For example, "Construction of connection between Flagler Avenue and Whitehead Street via Seminole Avenue and filled causeway with bulkheading."
5. Purpose or Justification - Give short, but complete explanation of the reason why this project is needed or desired. In giving reasons for the project, make references, where possible, to engineering reports, Board of Fire Underwriters recommendations, plan proposals, etc.
6. Project Time Schedule - Designate a time schedule for the project from initiation to completion. Do not be concerned with financing as a possible obstacle. In considering the initiation time, give the approximate date that the City Commission authorization should be obtained and/or resolutions or ordinances should be finally passed. Construction date should be considered as that date on which physical construction will actually begin. Project completion is the date on which the project will become fully operational or usable.
7. Estimated Cost - Estimated cost should include all costs which will be involved in the completed project. Once the project request has been preliminarily approved for inclusion in the Capital Improvement Budget, more detailed estimates will be prepared.

8. Priority - Assign priority numbers 1, 2, 3, or 4 for each project request on the basis of the criteria identified in the second section of this report.
9. Estimated Annual Operating Cost - Estimate as accurately as possible, the yearly cost to operate or maintain the completed project. Include personal services, utility costs, upkeep, etc.
10. Estimated Life of Project - Estimate, as accurately as possible, the anticipated useful life which this project will provide.
11. Submitted By - The person preparing the improvement request should sign the form. If this person is someone other than a department head, then the department head should initial the request form.

CITY OF KEY WEST, FLORIDA

CAPITAL IMPROVEMENT PROGRAM

SPECIFIC PROJECT REQUEST FORM

DEPARTMENT _____ DATE _____

1. PROJECT TYPE NUMBER _____ PROJECT TITLE _____

_____2. Project Name _____
_____3. Location _____
_____4. Description _____
_____5. Purpose or Justification _____
_____6. Project Time Schedule:Fiscal Year Project to be Initiated _____
Fiscal Year Project to be Started _____
Fiscal Year Project to be Completed _____7. Estimated Cost:

Studies and Plans	\$ _____
Land or Right-of-Way	\$ _____
Construction	\$ _____
Equipment (including furnishings)	\$ _____
Other	\$ _____
TOTAL	\$ _____

8. Priority Recommended:

1 Urgent	_____
2 Necessary but not most urgent	_____
3 Excellent but not vital at this time	_____
4 Not to be considered now	_____

9. Estimated Annual Operating Cost After Completion \$ _____

10. Estimated Life of Project _____ years

11. Date: _____ Submitted by: _____

Capital Improvement Program Format

Given the submission of all project request forms for the coming budget year and the four year period following, the projects can be assembled into a table similar to the following. The table lists all projects arranged by category, the priority and annual expenditure recommended (1) first by the City department heads, (2) later by the Planning Board, (3) and the City Manager, and finally (4) expenditures approved by the City Commission.

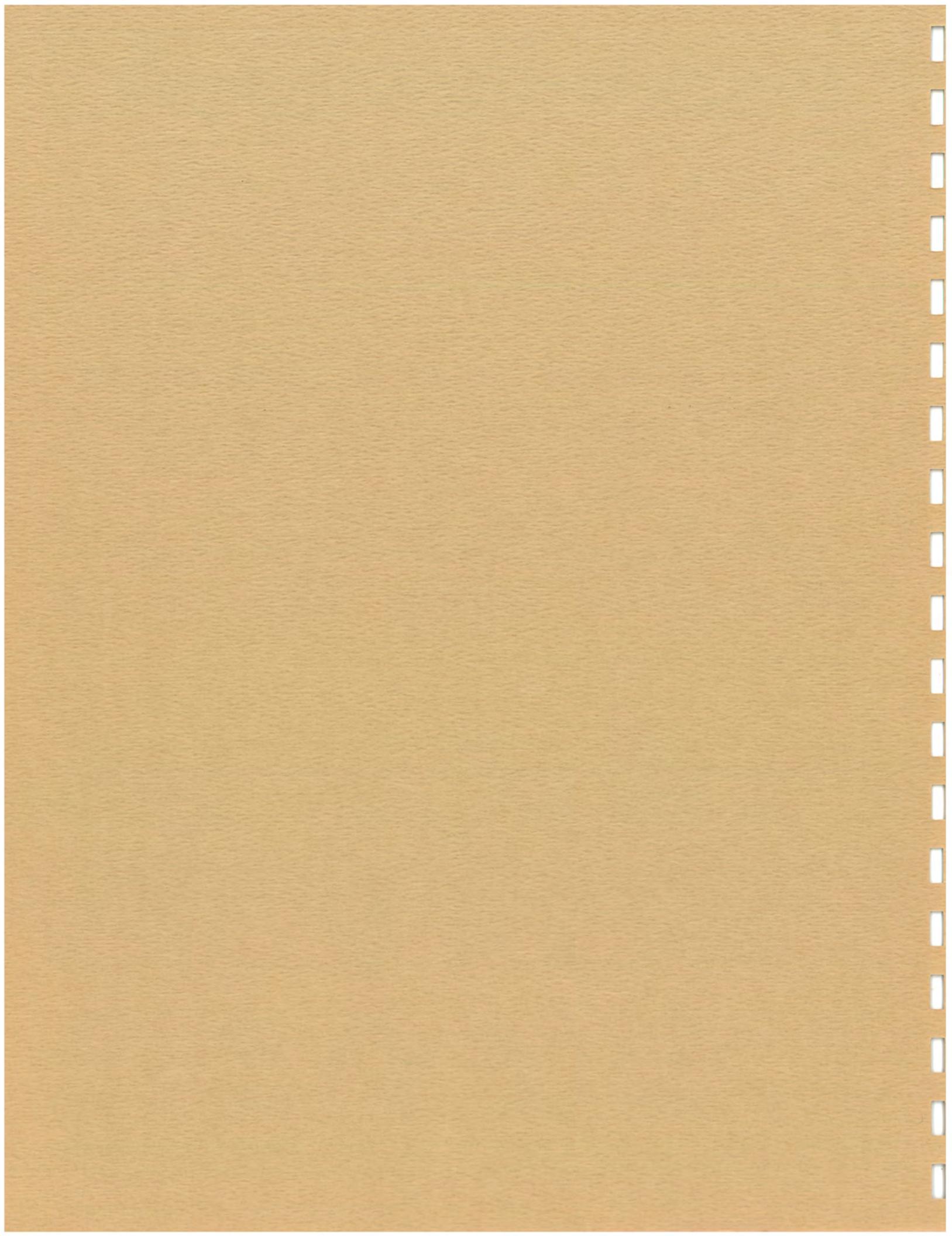
A Capital Improvement Program Five Budget Years 1968-1973 Key West, Florida

<u>Priority Recommended</u>	<u>For Each Project, the Expenditure</u>					
	<u>1968-</u> <u>1969</u>	<u>1969-</u> <u>1970</u>	<u>1970-</u> <u>1971</u>	<u>1971-</u> <u>1972</u>	<u>1972-</u> <u>1973</u>	<u>Total</u> <u>5 Years</u>
I. Street Improvements						
II. Storm Drainage						
III. Public Buildings						
IV. Playgrounds, Playfields, and Community Parks						
V. Bridges, Docks, Bulkheads						
TOTAL FIVE YEAR CAPITAL BUDGET						

SECTION E

ZONING REGULATIONS





I. PREAMBLE AND PURPOSE

AN ORDINANCE ESTABLISHING COMPREHENSIVE ZONING REGULATIONS FOR THE CITY OF KEY WEST, FLORIDA, AND PROVIDING FOR THE ADMINISTRATION, ENFORCEMENT, AND AMENDMENT THEREOF, IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 176, FLORIDA STATUTES, AND FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT HEREWITH

WHEREAS Chapter 176, Florida Statutes, empowers the City to enact a zoning ordinance and to provide for its administration, enforcement, and amendment, and

WHEREAS the City Council deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the city to enact such an ordinance, and

WHEREAS the City Council, pursuant to the provisions of Chapter 176, Florida Statutes, has appointed a Planning Board to recommend the boundaries of the various original districts and appropriate regulations to be enforced therein, and

WHEREAS the Planning Board has divided the city into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements, and

WHEREAS the Planning Board has given reasonable consideration, among other things, to the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality, and

WHEREAS the Planning Board has made a preliminary report and held public hearings thereon, and submitted its final report to the City Council, and

WHEREAS the City Council has given due public notice of hearings relating to zoning districts, regulations and restrictions, and has held such public hearings, and

WHEREAS all requirements of Chapter 176, Florida Statutes, with regard to the preparation of the report of the Planning Board and subsequent action of the City Council have been met;

NOW THEREFORE BE IT ORDAINED BY THE PEOPLE OF THE CITY OF KEY WEST, FLORIDA:

II. REPEAL OF CONFLICTING ORDINANCES

Chapter 32, Key West City Code (Articles 1 and 2) of the City of Key West, as amended, is hereby abolished and repealed.

III. SHORT TITLE

This ordinance shall be known and may be cited as "The Zoning Ordinance of the City of Key West, Florida".

IV. ESTABLISHMENT OF DISTRICTS: PROVISION FOR OFFICIAL ZONING MAP

1. Official Zoning Map - The City is hereby divided into zones, districts, or as shown on the Official Zoning Map which, together with all explanatory matter thereon, is hereby adopted by reference and declared to be a part of this ordinance.

The Official Zoning Map shall be identified by the signature of the Mayor, attested by the City Clerk, and bearing the seal of the city under the following words: "This is to certify that this is the Official Zoning Map referred in Article _____ of Ordinance Number _____ of the City of Key West, Florida" together with the date of the adoption of this ordinance.

If, in accordance with the provisions of this ordinance and Chapter 176, Florida Statutes, changes are made in district boundaries or other matter portrayed on the Official Zoning Map, such changes shall be made on the Official Zoning Map promptly after the amendment has been approved by the City Council, together with an entry on the Official Zoning Map as follows: "On (date), by official action of the City Council, the following (change) changes were made in the Official Zoning Map: (brief description of nature of change)," which entry shall be signed by the Mayor and attested by the City Clerk. The amending ordinance shall provide that such changes or amendments shall not become effective until they have been duly entered upon the Official Zoning Map. No amendment to this ordinance which involves matter portrayed on the Official Zoning Map shall become effective until after such changes and entry has been made on said map.

No changes of any nature shall be made in the Official Zoning Map or matter shown thereon except in conformity with the procedures set forth in this ordinance. Any unauthorized change of whatever kind by any person or persons shall be considered in violation of this ordinance and punishable as provided under this ordinance.

Regardless of the existence of purported copies of the Official Zoning Map which may from time to time be made or published, the Official Zoning Map which shall be located in a designated place easily accessible to the public shall be the final authority as the current zoning status of land and water areas, buildings, and other structures in the city.

2. Replacement of Official Zoning Map - In the event that the Official Zoning Map becomes damaged, destroyed, lost, or difficult to interpret because of the nature or number of changes and additions, the City Council may by resolution adopt a new Official Zoning Map which shall supersede the prior Official Zoning Map. The new Official Zoning Map may correct drafting or other errors or omissions in the prior Official Zoning Map, but no such correction shall have the effect of amending the original zoning ordinance or any subsequent amendment thereof. The new Official Zoning Map shall be identified by the signature of the Mayor attested by the City Clerk, and bearing the seal of the city under the following words: "This is to certify that this Official Zoning Map supersedes and replaces the Official Zoning Map adopted (date of adoption of map being replaced) as part of Ordinance No. _____ of the City of Key West, Florida". Unless the prior Official Zoning Map has been lost, or has been totally destroyed, the prior map or any significant parts thereof remaining, shall be preserved together with all available records pertaining to its adoption or amendment.
3. Rules for Interpretation of District Boundaries - Where uncertainty exists as to the boundaries of districts as shown on the Official Zoning Map, the following rules shall apply:
 - a. Boundaries indicated as approximately following the center line of streets, highways, or alleys shall be construed to follow such center lines;
 - b. Boundaries indicated as approximately following platted lot lines shall be construed to follow such lot lines;
 - c. Boundaries indicated as approximately following city limits shall be construed as following city limits;
 - d. Boundaries indicated as following railroad lines shall be construed to be midway between the main tracks;
 - e. Boundaries indicated as following shore lines shall be construed to follow such shore lines, and in the event of change in the shore line shall be construed as moving with the actual shore line; boundaries indicated as approximately following the center lines of streams, rivers, canals, lakes, or other bodies of water shall be construed to follow such center lines;
 - f. Boundaries indicated as parallel to or extensions of features indicated in sub-sections (a) through (e) above shall be so construed. Distances not specifically indicated on the Official Zoning Map shall be determined by the scale of the map;
 - g. Where physical or cultural features existing on the ground are at variance with those shown on the Official Zoning Map, or in other circumstances not covered by sub-sections (a) through (f) above, the Board of Adjustment shall interpret the district boundaries;

- h. Where a district boundary divides a lot which was in single ownership at the time of passage of this ordinance, the Board of Adjustment may permit, as a special exception, the extension of the regulations for either portion of the lot not to exceed 50 feet beyond the district line into the remaining portion of the lot.

V. APPLICATION OF DISTRICT REGULATIONS

The regulations set by this ordinance within each district shall be minimum regulations and shall apply uniformly to each class or kind of structure or land, and particularly, except as hereinafter provided:

1. No building, structure, or land shall hereafter be used or occupied, and no building or structure or part thereof shall hereafter be erected, constructed, reconstructed, moved, or structurally altered unless in conformity with all of the regulations herein specified for the district in which it is located.
2. No building or other structure shall hereafter be erected or altered:
 - (a) to exceed the height;
 - (b) to accommodate or house a greater volume of families;
 - (c) to occupy a greater percentage of lot area;
 - (d) to have narrower or smaller rear yards, front yards, side yards, or other open spaces;
- than herein required; or in any other manner contrary to the provisions of this ordinance.
3. No part of a yard, or other open space, or off-street parking or loading space required about or in connection with any building for the purpose of complying with this ordinance, shall be included as part of a yard, open space, or off-street parking or loading space similarly required for any other building.
4. No yard or lot existing at the time of passage of this ordinance shall be reduced in dimension or area below the minimum requirements set forth herein. Yards or lots created after the effective date of this ordinance shall meet at least minimum requirements established by this ordinance.
5. Within each district, the regulations set by this ordinance shall be minimum regulations and shall apply uniformly to each class or kind of structure, land or water.
6. Every building or structure hereafter erected shall be located on a lot as defined herein. Every building hereafter erected or structurally altered shall be on a lot adjacent to a public street, or with access to a public street or approved private street.
7. All property which may hereafter be annexed to the City shall be considered to be, until otherwise changed by ordinance, in a similar zone classification as presently exists on the property, or in the case of marginal lands in the SL zone, as shall be determined by the City Council upon recommendation of the Planning Board.

VI. NON-CONFORMING LOTS, NON-CONFORMING USES OF LAND, NON-CONFORMING STRUCTURES, AND NON-CONFORMING USES OF STRUCTURES AND PREMISES

1. Intent - Within the districts established by this ordinance or amendments that may later be adopted there exist lots, structures, uses of land and structures and characteristics of use which were lawful before this ordinance was passed or amended, but which would be prohibited, regulated, or restricted under the terms of this ordinance or future amendments.

It is the intent of this ordinance to permit these non-conformities to continue until they are removed, but not to encourage their survival. Such uses are declared by this ordinance to be incompatible with permitted uses in the districts involved. It is further the intent of this ordinance that non-conformities shall not be enlarged upon, expanded or extended, nor be used as grounds for adding other structures or uses prohibited elsewhere in the same district.

2. Extension and Enlargement - A non-conforming use of a structure, a non-conforming use of land, or a non-conforming use of a structure and land shall not be extended or enlarged after passage of this ordinance by attachment on a building or premises of additional signs intended to be seen from off the premises, or by the addition of other uses of a nature which would be prohibited generally in the district involved.

To avoid undue hardship, nothing in this ordinance shall be deemed to require a change in the plans, construction, or designated use of any building on which actual construction was lawfully begun prior to the effective date of adoption or amendment of this ordinance and upon which actual building construction has been diligently carried on. Actual construction is hereby defined to include the placing of construction materials in permanent position and fastened in a permanent manner. Except that where demolition or removal of an existing building has been substantially begun preparatory to rebuilding, such demolition or removal shall be deemed to be actual construction, provided that work shall be diligently carried on until completion of the building involved.

3. Non-Conforming Lots of Record - In any district in which single family dwellings are permitted, notwithstanding limitations imposed by other provisions of this ordinance, a single family dwelling and customary accessory buildings may be erected on any single lot of record at the effective date of adoption or amendment of this ordinance. Such lot must be in separate ownership and not of continuous frontage with other lots in the same ownership. This provision shall apply even though such lot fails to meet the requirements of area or width, or both, that are generally applicable in the district, provided that yard dimensions and other requirements not involving area or width, or both, of the lot shall conform to the regulations for the district in which such lot is located. Variance of area width, and yard requirements shall be obtained only through action of the Board of Adjustment.

If two or more lots or combinations of lots and portions of lots with continuous frontage in single ownership are of record at the time of passage or amendment of this ordinance, and if all or part of the lots do not meet the requirements for lot width and area as established by this ordinance, the lands involved shall be considered to be an undivided parcel for the purposes of this ordinance, and no portion of said parcel shall be used or sold which does not meet lot width and area requirements established by this ordinance, nor shall any division of the parcel be made which leaves remaining any lot with width or area below the requirements in this ordinance.

4. **Non-Conforming Uses of Land** - Where, at the effective date of adoption or amendment of this ordinance, lawful use of land exists that is made no longer permissible under the terms of this ordinance as enacted or amended, and where such use involves no individual structure with a replacement cost exceeding \$1,000, such use may be continued, so long as it remains otherwise lawful, subject to the following provisions:
 - (a) No such non-conforming use shall be enlarged or increased, nor extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of this ordinance; unless such use is changed to a use permitted in the district in which such use is located;
 - (b) No such non-conforming use shall be moved in whole or in part to any other portion of the lot or parcel occupied by such use at the effective date of adoption or amendment of this ordinance;
 - (c) If any such non-conforming use of land ceases for any reason for a period of more than 90 consecutive days, any subsequent use of such land shall conform to the regulations specified by this ordinance for the district in which such land is located;
 - (d) No additional structure which does not conform to the requirements of this ordinance shall be erected in connection with such non-conforming use of land.
5. **Non-Conforming Structures** - Where a lawful structure exists at the effective date of adoption or amendment of this ordinance that could not be built under the terms of this ordinance by reason of restriction on area, lot coverage, height, yards, or other characteristics of the structure or its location on the lot, such structure may be continued so long as it remains otherwise lawful, subject to the following provisions:
 - (a) No such structure may be enlarged or altered in a way which increases its non-conformity, but any structure or portion thereof may be altered to decrease its non-conformity;

- (b) Should such structure be destroyed by any means to an extent of more than 65 per cent of its replacement cost at time of destruction, it shall not be reconstructed except in conformity with the provisions of this ordinance;
- (c) Should such a structure be destroyed by any means to an extent less than 65 per cent and more than 35 per cent, it may be restored only upon application for variance to the Board of Adjustment;
- (d) Should such structure be moved for any reason for any distance whatever, it shall thereafter conform to the regulations of the district in which it is located after it is moved.

6. Non-Conforming Uses of Structures or of Structures and Premises in Combination -
If a lawful use involving individual structures with a replacement cost of \$1,000 or more, or of structure and premises in combination, exists at the effective date of adoption or amendment of this ordinance, that would not be allowed in the district under the terms of this ordinance, the lawful use may be continued so long as it remains otherwise lawful, subject to the following provisions:

- (a) No existing structure devoted to a use not permitted by this ordinance in the district in which it is located shall be enlarged, extended, constructed, reconstructed, moved or structurally altered except in changing the use of the structure to a use permitted in the district in which it is located;
- (b) Any non-conforming use may be extended throughout any parts of a building which were manifestly arranged or designed for such use at the time of adoption or amendment of this ordinance, but no such use shall be extended to occupy any land outside such building;
- (c) If no structural alterations are made, any non-conforming use of a structure, or structure and premises, may be changed to another non-conforming use provided that the Board of Adjustment, either by general rule or by making findings in the specific case, shall find that the proposed use is equally appropriate or more appropriate to the district than the existing non-conforming use. In permitting such change, the Board of Adjustment may require appropriate conditions and safeguards in accord with the provisions of this ordinance;
- (d) Any structure, or structure and land in combination, in or on which a non-conforming use is superseded by a permitted use, shall thereafter conform to the regulations for the district in which such structure is located, and the non-conforming use may not thereafter be resumed;
- (e) When a non-conforming use of a structure, or structure and premises in combination, is discontinued or abandoned for six consecutive months or for 18 months during any three-year period (except when government action impedes access to the premises), the structure, or structure and premises in combination, shall not thereafter be used except in conformance with the regulations of the district in which it is located;

- (f) Where non-conforming use status applies to a structure and premises in combination, removal or destruction of the structure shall eliminate the non-conforming status of the land. Destruction for the purpose of this sub-section is defined as damage to an extent or more than 65 per cent of the replacement cost at time of destruction;
- (g) The following schedule shall be followed in terminating non-conforming use of structures or of structures and premises, except for residential uses:

<u>Assessed Valuation of Improvements</u>	<u>Time Allowance Before Termination</u>
\$ 0 - \$ 2,500	5 years
\$ 2,500 - \$ 5,000	10 years
\$ 5,000 - \$10,000	20 years
\$10,000 -- \$25,000	30 years
\$25,000 - \$50,000	40 years
\$50,000 - Over	50 years

Non-conformities not involving the use of a principal structure, e.g., open storage, building supplies, vehicle, mobile home, implement and machinery storage, signs, billboards, junk yards, commercial animal yards and the like, shall be discontinued within two (2) years of the effective date of this ordinance or amendment.

7. Repairs and Maintenance - On any building devoted in whole or in part to any non-conforming use, work may be done in any period of 12 consecutive months on ordinary repairs, or on repair or replacement of non-bearing walls, fixtures, wiring or plumbing, to an extent not exceeding 10 per cent of the current replacement value of the building, provided that the cubic content of the building as it existed at the time of passage or amendment of this ordinance shall not be increased.

Nothing in this ordinance shall be deemed to prevent the strengthening or restoring to a safe condition of any building or part thereof declared to be unsafe by any official charged with protecting the public safety, upon order of such official.

8. Uses Under Exception Provisions Not Non-Conforming Uses - Any use for which a special exception is permitted as provided in this ordinance (other than a change through Board of Adjustment action from a non-conforming use to another use not generally permitted in the district) shall not be deemed a non-conforming use, but shall without further action be deemed a conforming use in such district.

VII. SCHEDULE OF DISTRICT REGULATIONS ADOPTED

District regulations shall be as set forth in the Schedule of District Regulations, hereby adopted by reference and declared to be a part of this ordinance, and the sections of this ordinance entitled "Schedule of Special Exceptions Permissible by the Board of Adjustment for Planned Development," "Off-Street Parking and Loading Regulations", "Home Occupations," "Performance Standards", and "Supplementary District Regulations".

<u>District and Intent</u>	<u>Principal Uses and Structures</u>	<u>Accessory Uses and Structures</u>	<u>Special Exceptions Permissible by Board of Adjustment</u>	<u>Prohibited Uses and Structures</u>
SL Submerged Land The provisions of this district are intended to be applied to submerged or marginal land areas upon which no permanent development should occur until such time as the land area is treated to conform to specifications for filled areas. The regulations are intended to hold these lands in reserve until such time as they are prepared to receive full development in a manner that is not injurious to the public health, safety, and welfare and which conforms to the land use objectives of the City of Key West .	Public and private open space including conservation projects, water oriented recreation facilities, and other similar activities which can be performed on marginal lands.	None	Temporary open storage of fill and other non-offensive materials are permitted subject to permits to be issued on a yearly basis by the Board of Adjustment.	1. All uses not specifically or visionally permitted herein. 2. All non-open space uses.

<u>District and Intent</u>	<u>Principal Uses and Structures</u>	<u>Accessory Uses and Structures</u>	<u>Special Exceptions Permissible by Board of Adjustment</u>	<u>Prohibited Uses and Structures</u>
R-1A Single Family Residential District The provisions of this district are intended to apply to an area of low-density single-family residential development. Large lot sizes and other restrictions are intended to promote and protect highest quality residential development.	1. Single-family dwellings. 2. Public and semi-public parks, playgrounds, playfields, and recreation facilities. 3. Boat piers or slips for the docking of privately owned and used watercraft of any sort.	1. Non-commercial piers, bath-houses, and loading places intended solely for the use of the adjoining residences. 2. Non-commercial nurseries and greenhouses. 3. Customary accessory uses of a residential nature, clearly incidental and subordinate to the principal use, including servant's quarters, garages, carports, and the like, in keeping with the residential character of the district. 4. Golf course and club, tennis and racket club and similar activities in keeping with the residential character of the district. 5. Public safety structures and equipment, such as fire substations, civil defense facilities and the like. 6. Planned development on a minimum sized parcel of four (4) acres for which variances of lot and building regulations are planned, subject to the provisions set forth in the "Schedule of Special Exceptions Permissible by Board of Adjustment for Planned Development".	1. Public utility uses and rights-of-way essential to serve the neighborhood in which it is located. 2. Public schools and private schools with conventional curriculums; public libraries. 3. Churches and other places of worship; parish houses. 4. Home occupations as an accessory use.	1. All uses not specifically or provisionally permitted herein; any use not in keeping with the single-family residential character of the district, including two family and multiple family dwellings, town-houses, and mobile home parks. 2. Home occupations as an accessory use.

<u>Minimum Lot Area</u>	<u>Minimum Average Lot Width</u>	<u>Minimum Average Lot Depth</u>	<u>Maximum Lot Coverage</u>	<u>Minimum Floor Area</u>	<u>Maximum Height</u>	<u>Minimum Building Setbacks</u>	<u>Off-Street Parking & Loading Requirements</u>	<u>Sign Limitations</u>		
						Front Side In- terior Lot	Side Cor- ner Lot	Rear		
R-1A <u>Single Family</u>	8,000 sq.ft.	70 ft.	100 ft.	30%	1,500 sq.ft.	35 ft. 30 ft. or average depth of existing front yards on which- developed ever is lots within greater 100 feet each side, but not less than 20 feet.	7 ft. or 15% of width of lot up to 20 ft. when abutting an alley	20 ft. 25 ft.; 20 ft. when abutting an alley	As specified in Section IX.	No signs shall be permitted except the following: 1. A non-illuminated name plate or professional name plate not ex- ceeding two square feet in area. 2. Non-illuminated bulletin board or sign not exceed- ing 5 sq.ft. in area in con- junction with per- mitted public and semi-public uses. 3. Temporary real estate signs ad- vertising the sale, rental or lease of only the premises upon which they are located, pro- vided that (a) no sign shall exceed 8 sq.ft. in area for each 1/4 acre in the lot or tract; and (b) no one sign shall exceed 32 sq. ft. in total area. All signs shall be setback at least 12 feet distant from all property and rights-of-way lines.

<u>Churches and similar uses</u>	<u>Minimum Average Lot Width</u>	<u>Minimum Average Lot Depth</u>	<u>Maximum Lot Coverage</u>	<u>Minimum Floor Area</u>	<u>Maximum Height</u>	<u>Minimum Building Setbacks</u>	<u>Off-Street Parking & Loading Requirements</u>	<u>Sign Limitations</u>
						Front Side In- terior Lot	Side Cor- ner Lot	Rear
1/2 acre	100 ft.	100 ft.	30%	-	25 ft.	30 ft.	15 ft.	25 ft.

<u>District and Intent</u>	<u>Principal Uses and Structures</u>	<u>Accessory Uses and Structures</u>	<u>Special Exceptions Permissible by Board of Adjustment</u>	<u>Prohibited Uses and Structures</u>				
R-1B Single-Family Residential District	As for R-1A	As for R-1A, and in addition: 1. Home occupations subject to the provisions of Section X.	As for R-1A	As for R-1A, except home occupations are permitted as an accessory use.				
The provisions of this district are intended to apply to an area of medium-density single-family residential development. Small lot sizes and other restrictions are intended to promote and protect intensive single-family residential development and still maintain an adequate amount of open space for such development.								
<u>Minimum Lot Area</u>	<u>Minimum Average Lot Width</u>	<u>Minimum Average Lot Depth</u>	<u>Maximum Lot Coverage</u>	<u>Minimum Floor Area</u>	<u>Maximum Height</u>	<u>Minimum Building Setbacks</u> <u>Front</u> <u>Side Interior Lot</u> <u>Side Corner Lot</u> <u>Rear</u>	<u>Off-Street Parking & Loading Requirements</u>	<u>Sign Limitations</u>
<u>R-1B</u>								
6,000 sq.ft.	50 ft.	100 ft.	40%	1,200 sq.ft.	35 ft.	20 ft. 5 ft. or 10% of width of lot up to 15 ft., whichever is greater 20 ft.	20 ft.; 15 ft. when abutting an alley	As specified in Section IX.
								As for R-1A.

<u>District and Intent</u>	<u>Principal Uses and Structures</u>	<u>Accessory Uses and Structures</u>	<u>Special Exceptions Permissible by Board of Adjustment</u>	<u>Prohibited Uses and Structures</u>				
R-2 One, Two and Multiple Family Dwelling District	As for R-1A, and in addition:	As for R-1B	As for R-1A, and in addition:					
The provisions of this district are intended to apply to an area of medium-density residential development with a variety of housing types. Lot sizes and other restrictions are intended to promote and protect medium-density residential development, maintaining an adequate amount of open space for such development. Some non-residential uses compatible with the character of the district are also permitted.	1. Two family dwellings. 2. Multiple family dwellings.		1. Townhouses, subject to the provisions of Section VIII (1). 2. Mobile home parks, subject to the provisions of Section VIII (2). 3. Hospitals, restoriums, convalescent homes, nursing homes for human care except institutions primarily for mental care. 4. Public and private clubs and lodges not involved in the conduct of commercial activities. 5. Governmental institutions and cultural facilities. 6. Kindergartens, nurseries, and child-care facilities. 7. Garage apartments.	1. All uses not specifically or provisionally permitted herein; any use not in keeping with the residential character of the district.				
<u>Minimum Lot Area</u>	<u>Minimum Average Lot Width</u>	<u>Minimum Average Lot Depth</u>	<u>Maximum Lot Coverage</u>	<u>Minimum Floor Area</u>	<u>Maximum Height</u>	<u>Minimum Building Setbacks</u> <u>Front</u> <u>Side Interior Lot</u> <u>Side Corner Lot</u> <u>Rear</u>	<u>Off-Street Parking & Loading Requirements</u>	<u>Sign Limitations</u>
<u>R-2</u>								
<u>Single Family</u>		As for R-1B						As specified in Section IX.
<u>Two Family</u>								As for R-1A, and in addition: 1. A non-illuminated sign not exceeding 6 sq.ft. in area used to identify a building containing multiple family-dwellings.
7,200 sq.ft.	70 ft.	100 ft.	35%	750 sq.ft. per dwelling unit.	35 ft.	20 ft. 7.5 ft. or 20 ft. 10% of width of lot up to 15 ft. whichever is greater.	20 ft.; 15 ft. when abutting an alley.	
<u>Multiple Family</u>								
8,500 sq.ft. plus 2,800 sq.ft. for each dwelling unit over 3	80 ft.	100 ft.	35%	Efficiency apts: 40 ft. 350 sq.ft. 1 Bedroom apts: 500 sq.ft. 2 Bedroom apts: 620 sq.ft. 3 Bedroom apts: 750 sq.ft. plus 100 sq.ft. for each additional bedroom	30 ft.	15 ft. or 10% of width of lot up to 20 ft., whichever is greater.	25 ft.; 20 ft. when abutting an alley.	

Minimum Lot Area	Minimum Average Lot Width	Minimum Average Lot Depth	Maximum Lot Coverage	Minimum Floor Area	Maximum Height	Minimum Building Setbacks			Off-Street Parking & Loading Requirements	Sign Limitations
						Front	Side Interior Lot	Side Corner Lot		
<u>Churches, Hospitals, Government Institutions, Private Clubs, etc.</u>										
1/2 acre	150 ft.	100 ft.	35%	-	40 ft.	30 ft.	20 ft. or 10% of lot up to 30 ft., whichever is greater.	25 ft.	25 ft.; 20 ft. when abutting an alley.	
<u>Clubs & Lodges</u>										
8,500 sq. ft.	80 ft.	100 ft.	35%	-	40 ft.	30 ft.	15 ft. or 10% of width of lot up to 20 ft., whichever is greater.	25 ft.	25 ft.; 20 ft. when abutting an alley.	

District and Intent	Principal Uses and Structures	Accessory Uses and Structures	Special Exceptions Permissible by Board of Adjustment	Prohibited Uses and Structures						
HP-1 Restricted Historic Preservation District	As for R-1B, and in addition:	As in R-1B								
The provisions of this district are intended to protect and enhance the character of the residential historic areas of the City of Key West.	1. Two family dwellings. 2. Multi-family structures not to exceed four (4) dwelling units.		1. Public and private schools, with conventional curriculums, public libraries. 2. Churches and other places of worship. 3. Public safety structures and equipment, such as fire substations, civil defense facilities, and the like. 4. Garage apartments.	1. All uses not specifically or provisionally permitted herein; any use not in keeping with the residential character or professional character of the district.						
<u>HP-1</u>										
Minimum Lot Area	Minimum Average Lot Width	Minimum Average Lot Depth	Maximum Lot Coverage	Minimum Floor Area	Maximum Height	Front	Side Interior Lot	Side Corner Lot	Off-Street Parking & Loading Requirements	Sign Limitations
<u>Single Family</u>										
5,500 sq. ft.	50 ft.	100 ft.	50%	1,200 sq. ft.	35 ft.	20 ft.	5 ft. or 10% of the width of the lot up to 15 ft. whichever is greater.	5 ft.	20 ft.	As specified in Section IX.
<u>Multiple Family</u>										
5,500 sq. ft.	50 ft.	100 ft.	50%	As for R-2	35 ft.	20 ft.	5 ft. or 10% of width of lot up to 15 ft., whichever is greater.	5 ft.	20 ft.	As specified in Section IX.

District and Intent	Principal Uses and Structures	Accessory Uses and Structures	Special Exceptions Permissible by Board of Adjustment	Prohibited Uses and Structures
HP-2 Commercial Historic Preservation District	As for HP-1, and in addition:			
The provisions of this district are intended to protect and enhance the character of the commercial historic areas of the City of Key West.	<ol style="list-style-type: none"> 1. Professional offices, studios, clinics, laboratories, general offices, business schools, and similar uses. 2. Bank and financial institutions. 3. Antique, souvenir, gift, or other shops related to the historic character of the City of Key West. 4. Personal service establishments, such as beauty and barber shops, laundry and dry cleaning pick-up stations, tailor shops, florist shops, and similar uses. 5. Hotels, motels, and guest cottages. 6. Retail stores, sales and display rooms except automotive uses including establishments in which retail goods are sold upon the premises. 7. Eating and drinking establishments excluding drive-ins and establishments specializing in the preparation of foods not to be consumed within the main structure. 8. Commercial recreation, such as theaters, bowling alleys and similar uses except drive-in theaters. 	Custodial accessory uses of one or more of the principal uses clearly incidental to the principal use in keeping with the historic character of the zone.	Any use found by the Board of Adjustment to be appropriate and compatible with the historic character of the district.	All uses not specifically or provisionally permitted herein; any use not in keeping with the historic character of the district.

Minimum Lot Area	Minimum Average Lot Width	Minimum Average Lot Depth	Maximum Lot Coverage	Minimum Floor Area	Maximum Height	Minimum Building Setbacks	Off-Street Parking & Loading Requirements	Sign Limitations		
						Front Side In-terior Lot	Side Cor-ner Lot	Rear		
HP-2 4,000 sq. ft. and, in addition, the ratio of gross floor area to lot area shall not exceed 1.5 to 1.	40 ft.	100 ft.	50%	-	35 ft.	20 ft.	7 ft. or 10% of width of lot.	20 ft.	As specified in Section IX.	As for R-1A.

District and Intent	Principal Uses and Structures	Accessory Uses and Structures	Special Exceptions Permissible by Board of Adjustment	Prohibited Uses and Structures
C-1 Neighborhood Commercial District				
The provisions of this district are intended to apply to an area adjacent to major streets and convenient to major residential areas. The types of uses are intended to serve the needs of nearby residential neighborhoods for commercial facilities as well as serve the commercial needs of the motorist. Lot sizes and other restrictions are intended to reduce conflicts with adjacent residential uses and to minimize the interruption of traffic along thoroughfares.	<p>The following uses and structures are permitted providing any use or group of uses that are developed either separately or as a unit with certain site improvements shared in common, are developed on a site of less than 3 acres:</p> <ol style="list-style-type: none"> 1. Public and semi-public parks, playgrounds, clubs, and lodges, hospitals, clinics, restaurants, government offices, schools, churches and similar uses. 2. Retail stores, sales and display rooms, except automotive uses, including places in which goods are produced and sold at retail upon the premises. 3. Personal service establishments such as beauty and barber shops, laundry and dry cleaning pick-up stations, tailor shops, florist shops, and similar uses. 4. Professional offices, studios, clinics, laboratories, general offices, business schools and similar uses. 5. Hotels, motels, guest cottages. 6. Eating and drinking establishments. 7. Repair service establishments such as household appliances, radio, tv, and similar uses, but not including automobile repair. 8. Vocational and trade schools not involving operations of an industrial nature. 9. Banks and financial institutions. 10. Public and private parking lots and garages with restrictions. 	Customary accessory uses of one or more of the principal uses clearly incidental and subordinate to the principal use, in keeping with the low density commercial character of the district.	<ol style="list-style-type: none"> 1. Public utility and rights-of-way. 2. Commercial recreation structures such as theaters, driving ranges, bowling alleys, and similar uses. 3. Service stations spaced not closer than 600 feet from another gasoline station or church, or other place of public assembly. 	<ol style="list-style-type: none"> 1. Residential uses. 2. Manufacturing activities, transportation terminals, storage, warehousing and other activities of a similar nature. 3. Outdoor sales displays. 4. All uses not specifically or provisionally permitted herein; any use not in keeping with the low density character or the low density commercial character of the district. 5. Any use which fails to meet the "Performance Standards" specifications.

Minimum Lot Area	Minimum Average Lot Width	Minimum Average Lot Depth	Maximum Lot Coverage	Minimum Floor Area	Maximum Height	Minimum Building Setbacks	Off-Street Parking & Loading Requirements	Sign Limitations
						Front Side In-terior Lot	Side Cor-ner Lot	Rear
C-1								
4,000 sq. ft. and in addition, the ratio of gross floor area to lot area shall not exceed 1.5 to 1.	40 ft.	100 ft.	50%	-	40 ft.	20 ft. 7.5 ft.	20 ft.	15 ft.; 10 ft. when abutting on alley.
Gasoline Stations								
15,000 sq. ft.	150 ft.	100 ft.	-	-	40 ft.; 20 ft. to pump islands.	10 ft. 20 ft. to pump islands.	40 ft.; 20 ft. to pump islands.	15 ft.; 10 ft. when abutting on alley.

District and Intent	Principal Uses and Structures	Accessory Uses and Structures	Special Exceptions Permissible by Board of Adjustment	Prohibited Uses and Structures
C-2 General Commercial Parkway District	<p>The provisions of this district are intended to apply to an area intended to be developed and preserved as a major commercial center serving the commercial needs of the community and the region. The types of uses and other restrictions are intended to promote and protect intense commercial development as well as provide adequate protection from conflicts with adjacent residential and other non-commercial uses, and to minimize the interruption of traffic along adjacent thoroughfares.</p> <p>The following uses and structures are permitted for any use or group of uses developed either separately, or if developed as a unit with certain site improvements shared in common, are developed on a site of less than five (5) acres:</p> <ol style="list-style-type: none"> 1. Same as in C-1, and in addition: 2. Any other retail sales outlet of products sold directly to the consumer. 3. Wholesaling from same stocks only with no production permitted on the premises. 4. Hotels, motels, guest cottages. 5. Eating and drinking establishments. 6. Commercial recreation such as theaters, bowling alleys, and similar uses except drive-in theaters. 7. Plant nurseries and green houses, providing that all outside display of merchandise shall be contained in the setbacks required. 8. Retail stores using display (outside) areas providing the following provisions are met: <ol style="list-style-type: none"> a. The area of outside display shall not exceed in size one-half the enclosed area of the principal structure. b. The outside display area shall be treated with a hard material suitable for pedestrian traffic. c. The outside display area may be open along the front of the lot but shall be effectively screened on the sides at least 80% opaque to avoid any deleterious effect on adjacent properties. d. The outside display area shall be considered the same as floor area for the purpose of calculating off-street parking requirements. 9. Hospitals, restoriums, convalescent homes, nursing homes for human care. 10. Public and private clubs and lodges including golf course and club and similar activities. <p>Customary accessory uses of one or more of the principal uses clearly subordinate to the principal use, in keeping with the highway approach character of the district.</p>	<p>Customary accessory uses of one or more of the principal uses clearly subordinate to the principal use, in keeping with the highway approach character of the district.</p>	<ol style="list-style-type: none"> 1. Public utility uses and rights-of-way. 2. Automotive repair establishments when conducted entirely in an enclosed structure but not including body, upholstering or painting. 3. Business service and printing establishments. 4. Marinas, where abutting a public waterfront, providing that: Piers, wharfs, and other structures projecting into public waters beyond the mean high water line, <ol style="list-style-type: none"> a. No superstructure, building, equipment, or facilities shall be located or maintained on any pier or wharf over three (3) feet in height above such pier or wharf. b. None shall be so constructed as to interfere with the riparian rights of other property owners. c. Where consistent with the riparian rights of adjoining property owners, none shall be constructed except within an area bounded by lines drawn at right angles to and intersecting at points thirty (30) feet inside, a line drawn between the points at which side lines of the property intersect the water lines. 5. Veterinary hospitals and clinics. 6. Drive-in theaters. 7. Planned Commercial Development on a parcel three (3) or more acres subject to the provisions set forth in the Schedule of Special Exceptions. Permissible by the Board of Adjustment for Planned Development. Uses in such planned development for which variations to lot and building regulations are planned. 	<ol style="list-style-type: none"> 1. Manufacturing activities, transportation terminals, storage, warehousing and other activities of a similar nature. 2. All uses not specifically or provisionally permitted herein; any use not in keeping with the intense commercial character of the district. 3. Any use which fails to meet "Performance Standards" specifications. 4. Residential uses. 5. Outdoor sales and/or display areas except as provided herein. 6. Manufacturing activities, transportation terminals, storage warehousing and other activities of a similar nature. 7. All uses not specifically or provisionally permitted herein; any use not in keeping with the highway approach character of the district. 8. Any use which fails to meet "Performance Standards" specifications. 9. Service stations and other automotive uses except as specifically permitted.

<u>District and Intent</u>	<u>Principal Uses and Structures</u>	<u>Accessory Uses and Structures</u>	<u>Special Exceptions Permissible by Board of Adjustment</u>	<u>Prohibited Uses and Structures</u>
C-2 General Commercial Parkway District (continued)	<p>11. Churches and other places of worship.</p> <p>12. Public and semi-public uses not of an industrial or warehousing nature, including offices, schools, public safety structures and equipment, government offices, cultural facilities, cemeteries, and the like.</p> <p>13. New and used automobiles, marine equipment and trailer sales with accessory uses; subject to the following restrictions:</p> <ul style="list-style-type: none"> a. All outside areas where merchandise is displayed shall be paved. b. All ingress and egress points to abutting streets shall be clearly marked and placed not closer than 100 feet apart. c. All servicing and repair facilities except gasoline pumps shall be located in an enclosed structure. d. There shall be no storage of junked or wrecked automobiles other than temporary storage for those awaiting repairs. e. Ingress and egress points shall not be placed so as to interfere with the movement of pedestrian traffic on public sidewalks. <p>14. Commercial recreation structures such as theaters, driving ranges, bowling alleys and similar uses, except drive-in theaters.</p> <p>15. Mortuaries, funeral homes.</p> <p>16. Service stations subject to the provisions of C-1.</p>			

<u>Minimum Lot Area</u>	<u>Minimum Lot Width</u>	<u>Minimum Average Lot Depth</u>	<u>Maximum Lot Coverage</u>	<u>Minimum Floor Area</u>	<u>Maximum Height</u>	<u>Minimum Building Setbacks</u>	<u>Off-Street Parking & Loading Requirements</u>	<u>Sign Limitations</u>
C-2					Front	Side Interior Lot	Side Corner Lot	Rear
As for C-1	40 ft.	100 ft.	50%	-	35 ft.	50 ft. None, except where a use borders a district requiring such setback, such use will provide the same setback as required for the abutting district.	40 ft. 15 ft.; 10 ft. when abutting an alley.	As specified in Section IX. As for C-1.

<u>District and Intent</u>	<u>Principal Uses and Structures</u>	<u>Accessory Uses and Structures</u>	<u>Special Exceptions Permissible by Board of Adjustment</u>	<u>Prohibited Uses and Structures</u>
M-1 Light Industrial and Warehousing District	<p>The provisions of this district are intended to apply to an area located in close proximity to transportation facilities and which can serve manufacturing, warehousing, distribution, wholesaling and other industrial functions of the city and the region. Restrictions herein are intended to minimize adverse influences of the industrial activities on nearby non-industrial areas and to eliminate unnecessary industrial traffic through non-industrial areas.</p> <p>The following uses and structures are permitted provided any use or group of uses that are developed, either separately, or if as a unit with certain site improvements shared in common, are developed on a site of five (5) acres or less:</p> <ol style="list-style-type: none"> 1. Warehousing and wholesaling in enclosed structures, including refrigerated storage. 2. Service and repair establishments, dry cleaning and laundry plants, business services, printing plants, welding shops, and similar uses. 3. Light manufacturing, processing and assembly, such as precision manufacturing, ordnance, electrical machinery, instrumentation, bottling plants, dairy products plants, bakeries, fruit packing and similar uses. 4. Building materials supply and storage; contractor's storage yard. 5. Automotive and marine sales and repair establishments, such as body shops, dry docking facilities, tire recapping, paint shops, upholstery shops and the like. 6. Freight handling facilities; transportation terminals. 7. Vocational and trade schools, including those of an industrial nature. 		<p>1. Retail sales of products manufactured, processed or stored upon the premises.</p> <p>2. Not more than one dwelling unit for occupancy by owners or employees of the principal use.</p> <p>3. Customary accessory uses of one or more of the principal uses, clearly incidental and subordinate to the principal use, in keeping with the industrial character of the district.</p>	<p>1. Storage of petro-chemical products at pressures less than fifteen (15) pounds per square inch.</p> <p>2. Planned Industrial Development on a minimum sized parcel of five (5) acres, subject to the provisions set forth in the Schedule of Special Exceptions Permissible by the Board of Adjustment for Planned Development. Any industrial use in such planned development which meets the standards established in Performance Standards.</p> <p>3. Automobile wrecking yards, junk yards, scrap and salvage yards for second hand building materials.</p> <p>4. Churches, private clubs and lodges, public schools.</p> <p>5. All uses not specifically or provisionally permitted herein; except as provided for under Special Exceptions; any use not in keeping with the industrial character of the district.</p> <p>6. Any use deemed objectionable by the standards established in Performance Standards.</p>

<u>District and Intent</u>	<u>Principal Uses and Structures</u>		<u>Accessory Uses and Structures</u>		<u>Special Exceptions Permissible by Board of Adjustment</u>				<u>Prohibited Uses and Structures</u>	
M-1 Light Industrial and Warehousing District (continued)	8. Public and semi-public uses, including those of an industrial nature such as utility or treatment plants, equipment storage and garage. 9. Veterinary hospitals and clinics. 10. Radio and television studios, broadcasting towers and antennaeas.									
Minimum Lot Area	Minimum Average Lot Width	Minimum Average Lot Depth	Maximum Lot Coverage	Minimum Floor Area	Maximum Height	Minimum Building Setbacks Front	Side Interior Lot	Side Corner Lot	Rear	Off-Street Parking & Loading Requirements
M-1										
4,000 sq. ft. and in addition, the ratio of gross floor area to lot area shall not exceed 2.0 to 1.0.	40 ft.	100 ft.	-	-	40 ft.	20 ft.	None, except where a use borders a district requiring such setback, such use will provide the same setback as required for the abutting district. In addition, additional setbacks may be required by the Board of Adjustment for reasons of public safety and welfare.	15 ft.; 10 ft. when abutting an alley.	As specified in Section IX.	As for C-1.

<u>District and Intent</u>	<u>Principal Uses and Structures</u>		<u>Accessory Uses and Structures</u>		<u>Special Exceptions Permissible by Board of Adjustment</u>				<u>Prohibited Uses and Structures</u>	
M-2 General Industrial District										
Minimum Lot Area	Minimum Average Lot Width	Minimum Average Lot Depth	Maximum Lot Coverage	Minimum Floor Area	Maximum Height	Minimum Building Setbacks Front	Side Interior Lot	Side Corner Lot	Rear	Off-Street Parking & Loading Requirements
M-2										
The provisions of this district are intended to apply to an area located in close proximity to transportation facilities and which can serve general manufacturing, storage, distribution, and other general industrial functions of the city, state, and region. Restrictions herein are intended to minimize adverse influences of the industrial activities on nearby non-industrial areas and to eliminate unnecessary industrial traffic through non-industrial areas.	The following uses and structures are permitted provided any use or group of uses that are developed either separately, or if as a unit with certain site improvements shared in common, are developed on a site of five (5) acres or less: 1. As for M-1, and in addition: 2. Temporary extracting and mining industries, not exceeding 90 days. 3. Agricultural activities. 4. General manufacturing, assembly and processing, such as heavy equipment plants, aircraft manufacture, food processing and canneries, iron foundries and steel fabrication, block and concrete plants, furniture factories, toy factories and similar uses.				As for M-1.	As for M-1, and in addition: 1. Open storage facilities for wrecked automobiles, scrap and salvage yards for used building materials and similar uses, provided that a fence higher than the elevation of stored materials be constructed and maintained at all times.				As for M-1.

Minimum Lot Area	Minimum Average Lot Width	Minimum Average Lot Depth	Maximum Lot Coverage	Minimum Floor Area	Maximum Height	Minimum Building Setbacks Front	Side Interior Lot	Side Corner Lot	Rear	Off-Street Parking & Loading Requirements	Sign Limitations
M-2											

As for M-1.

VIII. SCHEDULE OF SPECIAL EXCEPTIONS PERMISSIBLE BY BOARD OF ADJUSTMENT FOR PLANNED DEVELOPMENT

1. Planned Residential Development for Townhouses

Townhouses developed to group separately owned one family dwelling units into a group or row of dwellings in such manner as to make efficient, economical and esthetically pleasing use of the land, so restricted that the same will be continually well maintained, and when such is provided for in a carefully drawn plan, the Board of Adjustment may permit such development as a Special Exception to the appropriate zoning district in which such development is planned, providing the following conditions are met:

a. Site and Building Regulations:

- (1) Grouping length: A grouping of townhouses shall not exceed 200 feet in length.
- (2) Unit size: No townhouse shall be smaller than 750 square feet, and the average size of the townhouse in any group shall be a minimum of 900 square feet.
- (3) Height: The maximum height for any townhouse shall be 30 feet or two stories whichever is less.
- (4) Size of development site: The minimum size of the site to be developed for townhouses shall be 1 1/2 acres.
- (5) Lot area for each unit: No townhouse site shall contain an area of less than 2,000 square feet and the average size for a group shall not be less than 2,500 square feet, and each unit shall have its foundation on its individual site. Each individual townhouse site shall be a minimum of 25 feet wide and the average width of the group shall be not less than 30 feet.
- (6) Front yard requirements: The minimum front building setback shall be 15 feet. When off-street parking spaces are provided in the front yard area, front building setback shall be in accordance with the provisions of paragraph (11) of this section.
- (7) Rear yard requirements: The minimum rear building setback shall be 20 feet.

- (8) Side yard requirements: A minimum side yard of 10 feet shall be provided between the end of a group of townhouses and an interior side lot line, and 15 feet between the end of such a group and a public or private street, such 15 foot setback to be unencumbered by walls, fences, or other structures or buildings. A spacing of 20 feet shall be provided between each such group of townhouses and an additional 10 feet shall be required if a driveway is provided between such groups. Such separation between such groups shall be unencumbered with walls, or other structures or other obstructions which will prevent emergency vehicular access between such groups.
- (9) Street frontage: Each townhouse site must have a clear, direct frontage on public streets or to access-ways complying with private street requirements.
- (10) Utilities and services: Each townhouse shall be independently served by separate heating, air-conditioning, sewer, water, electric power, gas, and other facility and utility services, wherever such utilities and services are provided, and no townhouse shall be in any way dependent upon such services or utility lines located within another unit or on or in another townhouse or townhouse site, except as may be installed in public easements. All townhouses must be connected to public water and sewer lines and all electrical and telephone lines in a townhouse development site shall be placed underground. Proper and adequate access for fire-fighting purposes, and access to service areas to provide garbage and waste collection, and for other necessary services shall be provided.
- (11) Parking: Parking spaces may be provided on the lot of the townhouse or in a commonly owned and maintained off-street parking bay or facility; provided, that no parking space shall be more than 150 feet, by the most direct pedestrian route, from the door of the townhouse it is intended to serve. Where one parking space is provided in the front yard area, the front setback of the building shall be a minimum distance of 25 feet, with driveway therefore to be limited in width to provide for only one automobile, with the balance of the front yard area to be landscaped. Where two parking spaces are provided in the front yard area, the frontage of the lot involved must be increased to a minimum of 30 feet and the front setback of the building shall be a minimum of 25 feet, with the two driveways to be limited in width to provide for only two automobiles with the balance of the front yard to be landscaped. Where the required off-street parking is provided off-site, within the building or in the rear yard area, the minimum front setback of the building shall be 15 feet. Each townhouse site must provide its own off-street parking area and driveway thereto where on-site off-street parking is to be provided.

- (12) Street right-of-way widths and improvements: The right-of-way width of public streets and private streets serving a group of townhouses and the improvements therein shall conform to all applicable minimum standards of the City of Key West and requirements for such streets.
- (13) Walls: All patio, outdoor living areas on each townhouse site shall be enclosed by a wall affording complete screening except in cases where a natural feature of the site would suggest a special exception, which shall be determined by review of the site plan for the development. Such wall shall be of masonry or other material having a life expectancy of not less than 10 years and the minimum height of such wall shall be 6 feet; such walled-in patio may include a screen roof. All rear yard areas used for service, such as drying areas, shall be completed screened from view from the street and from adjoining lots by walls or landscaping.
- (14) Patios and service areas: There shall be provided on each townhouse site at least 500 square feet of patio living area exclusive of parking and service areas for each townhouse, such footage may consist of one or more patio areas. Open roof areas and balconies designed and planned for patio purposes may be credited for no more than 50% of the required area, and only 50% of such roof and balcony area may be counted toward patio area.
- (15) Accessory buildings: No accessory buildings shall be permitted in unwalled areas on sites containing a townhouse, and where located within an area enclosed with walls, shall not extend above the height of the walls.
- (16) Fire Safety Requirements: Townhouse developments shall provide fire hydrants on or adjacent to the area to be developed as required by the Departments of Public Safety and Public Works. In addition, townhouses consisting of more than two stories shall provide a separate open balcony from all floors above the second floor, and any group of townhouse units over fifty (50') feet in length shall provide a clear access at the rear of the lot as may be required for fire-fighting access purposes.
- (17) Maintenance of common area: Provisions satisfactory to the City Council shall be made to assure that non-public areas and facilities for the common use of occupants of a townhouse development, but not in individual ownership of such occupants, shall be maintained in a satisfactory manner, without expense to the general taxpayer of the City of Key West. Such may be provided by the incorporation of an automatic membership home association for the purpose of continuously holding title to such non-public facilities and areas, and levying

assessment against each townhouse lot, whether improved or not, for the purpose of paying the taxes and maintaining such non-public areas and facilities which may include, but not be limited to, recreational areas, off-street parking bays, private streets, sidewalks, street lights and common open and landscaped areas. Such assessments shall be a lien superior to all others including, but not limited to, mortgage liens, safe and except tax liens. Other methods may be acceptable if the same positively provide for the proper and continuous payment of taxes and maintenance without expense to the general taxpayers. The instrument incorporating such provisions shall be approved by the City Attorney as to form and legal sufficiency before submission to the City Council and shall be recorded in the public records of Monroe County if satisfactory to the City Council.

- (18) Exceptions: The standards established by paragraphs (2), (3), (5), (6), (7), (8), (9), and (14) of this section may be modified by approval where such variations, when incorporated into the site plan, illustrate that the purpose and intent of this ordinance will be met by the overall development.
- b. Ownership: The site proposed shall be in one ownership, or, if in several ownerships, the request for special exception shall be filed by all owners of the properties included in the plan.
- c. Platting Requirements: Each townhouse shall be located on its own individual platted lot. If areas for common use of occupants of a townhouse development are shown on the plat, such plat shall not be approved until satisfactory arrangements are made for maintenance as provided by this ordinance.
- d. Site Plan: Concurrent with the request, a scaled and dimensioned site plan of the development shall be submitted prepared by a registered engineer, land surveyor, landscape architect or architect, and typical tentative floor plans shall be submitted. The site plan shall show, but shall not be limited to:
- (1) Proposed standards for development, including restrictions of the use of the property, density standards and yard and restrictive covenants;
 - (2) Location of buildings in relation to property and lot lines;
 - (3) Location of off-street parking spaces and bays, internal circulation ways, ingress and egress points for the site;
 - (4) Public and semi-public open spaces, community facilities and landscaped areas, walls, patio and service areas (including garbage disposal areas), driveways, walkways, as well as provision for maintenance of all common areas;

- (5) Exceptions or variations to the requirements of the Zoning Ordinance requested, if any;
- (6) Plans for the provision of utilities, including water, sewer and drainage facilities;
- (7) Plans for protection of abutting properties;
- (8) And such other plans and tabulations and other data that the Board of Adjustment may require.

If, after approval of the plan, substantial change therein is desired, application shall be filed with the Board of Adjustment to modify or change such plan.

- e. Assurance of Improvements: A statement defining the manner in which the City of Key West is to be assured that all improvements and protective devices are to be installed and maintained shall accompany the request for Special Exception. The Board of Adjustment may require the posting of a performance bond not to exceed one-fourth (1/4) of the cost of providing: (1) the public services customarily supplied by the City of Key West to fill respective needs for storm, water and sanitary sewerage disposal, water supply and so forth; (2) the public improvements necessary to insure proper ingress and egress for the site.

Subsequent to the compliance of the aforementioned conditions, the customary procedures for granting of special exception by the Board of Adjustment and for obtaining a building permit shall take effect.

2. Planned Residential Development for Mobile Home Parks

Mobile home parks developed in such a manner as to make efficient, economical and esthetically pleasing use of the land, so restricted that some will be continually maintained, and when such is provided for in a carefully drawn plan, the Board of Adjustment may permit such development as a Special Exception to the appropriate zoning district in which such development is planned, providing the following conditions are met:

a. Site and Building Regulations:

- (1) Minimum Mobile Home Standards - Each mobile home used for human habitation shall have minimum facilities consisting of:
 - (a) Inside running water and an installed kitchen sink
 - (b) Inside bathing facilities which shall consist of an installed tub or shower

- (c) An installed flush toilet
 - (d) Installed electric lighting facilities
 - (e) Screening, which shall be provided to effectively cover all outside openings such as windows and doors, with a fine mesh such as is ordinarily used in dwellings to prevent the entrance of flies, mosquitoes, and similar pests
 - (f) An enclosed body or shell, which shall be in good repair, to effectively protect the occupants from the elements
 - (g) Steel tie-downs sufficient to anchor the mobile home in winds of 175 mph.
- (2) Transient or Travel Trailers - Transient or travel trailer spaces shall not be occupied by any single trailer for more than 125 consecutive days.
- (3) Size of Development Site - The minimum size of the site to be developed for a mobile home park shall be six (6) acres.
- (4) Required Recreation Area - A minimum of 5% of gross land area, exclusive of required buffer space and street right-of-way shall be set aside and developed to recreational purposes for residents of the mobile home park.
- (5) Minimum Size of Mobile Home Site -
- (a) Mobile home parks shall provide a minimum of three thousand (3,000) square feet per space except that twenty-five (25) per cent of the spaces to be provided in such park may provide a minimum area of two thousand four hundred (2,400) square feet provided that, for each such space, one (1) space shall be provided with a minimum area of three thousand six hundred (3,600) square feet.
 - (b) The minimum space width shall be forth (40) feet.
- (6) Minimum Yard Requirements -
- (a) Front yard: 10 feet
 - (b) Side yard: 8 feet
 - (c) Rear yard: 8 feet
- (7) Perimeter Yard Requirements - The following perimeter yard setbacks are required except where such perimeter yard abuts on adjacent mobile home development:

- (a) An additional yard setback of six (6) feet measured from the property line is required for all perimeter yards except those abutting a public street and/or where a perimeter roadway exists. Such yard setbacks shall be maintained as specified below.
 - (b) An additional yard setback of twenty (20) feet measured from the public street right-of-way line is required for all perimeter yards abutting a public street except where a perimeter roadway exists. Such yard setbacks shall be maintained as specified below.
 - (c) All perimeter yard setbacks shall be attractively landscaped and neatly maintained and shall otherwise be unoccupied except for utility facilities, signs, entrance ornamentation and/or landscaping devices. Landscaping shall constitute an effective visual and/or aural screen for the protection of the inhabitants of the mobile home park, and may include, but shall not be limited to, decorative fencing and/or decorative trees and shrubs.
- (8) Utilities and Services - Each mobile home shall be independently served by separate electric power, gas, and other utility services, wherever such utilities and services are provided, and no mobile home shall be in any way dependent upon such services or utility lines located within another mobile home or mobile home site, except as may be installed in public easements. All mobile home parks must be connected to public water and sewer lines and all electrical and telephone lines in a mobile home park shall be placed underground. Proper and adequate access for fire-fighting purposes, and access to service areas to provide garbage and waste collection, and for other necessary services shall be provided.
- (9) Street Right-of-Way Widths and Improvements - Right-of-way widths of public streets serving a mobile home park shall conform to all applicable minimum standards of the City of Key West, and requirements for such streets. Dedication of streets inside mobile home parks are not required, subject to the following conditions:
- (a) Variation from street drainage design requirements of the Subdivision Regulations, to provide for center street drainage, may be made only when provision has been made for adequate reinforced pavement edges to prevent pavement breaking due to absence of standard curb and gutter.

- (b) Streets in mobile home parks shall be constructed to meet the following standards:
1. Minimum right-of-way width: 30 feet
 2. Minimum paving width: 20 feet constructed to conform with adequate construction standards approved by the Public Works Department
- (c) Sidewalks may be required by the Board of Adjustment where in their determination, the concentration of vehicular and/or pedestrian traffic movement creates a hazard to the safety of the inhabitants of the mobile home park and/or of the general public.
- b. Expansion of Existing Mobile Home Parks: Whenever the owner of a mobile home park proposes expansion, plans for such expansion shall be submitted and approved in the same manner as plans for new parks. Mobile home park expansion plans shall comply with new park requirements unless such compliance is found to be impracticable by the Board of Adjustment, in which case minor variations of new park standards may be approved.
Improvement of substandard conditions in existing parks may be required as a precedent to expansion of such parks.
- c. Ownership: The site proposed shall be in one ownership, or if in several ownerships, the request for special exception shall be filed by all owners of the properties included in the plan.
- d. Site Plan: Concurrent with the request, a scaled and dimensioned site plan of the development shall be submitted prepared by a registered engineer, land surveyor, or landscape architect or architect, and typical tentative floor plans shall be submitted. The site plan shall show, but shall not be limited to:
- (1) Proposed standards for development, including restrictions of the use of the property, density standards and yard and restrictive covenants;
 - (2) Location of buildings in relation to property and lot lines;
 - (3) Location of off-street parking spaces and bays, internal circulation ways, ingress and egress points for the site;
 - (4) Public and semi-public open spaces, community facilities and landscaped areas, walls, patio and service areas (including garbage disposal areas), driveways, walkways, as well as provision for maintenance of all common areas;

- (5) Exceptions or variations to the requirements of the Zoning Ordinance requested, if any;
- (6) Plans for the provision of utilities, including water, sewer and drainage facilities;
- (7) Plans for protection of abutting properties;
- (8) And such other plans and tabulations and other data that the Board of Adjustment may require.

If, after approval of the plan, substantial change therein is desired, application shall be filed with the Board of Adjustment to modify or change such plan.

- e. Assurance of Improvements: A statement defining the manner in which the City of Key West is to be assured that all improvements and protective devices are to be installed and maintained shall accompany the request for Special Exception. The Board of Adjustment may require the posting of a performance bond not to exceed one-fourth (1/4) the cost of providing: (1) the public services customarily supplied by the City of Key West to fill respective needs for storm, water, and sanitary sewage disposal, water supply and so forth; (2) the public improvements necessary to insure proper ingress and egress for the site.

Subsequent to the compliance of the aforementioned conditions, the customary procedure for granting of special exception by the Board of Adjustment and for obtaining a building permit shall take effect

3. Planned Residential Development Except Townhouses and Mobile Home Parks

Any residential use or group of residential uses except townhouses or mobile home parks for which four (4) acres or more is intended to be developed simultaneously and in which variances to lot and building regulations to permit more flexible placing of residential buildings on the land and the grouping of open space and accessory facilities are provided for in a carefully drawn plan, the Board of Adjustment may permit such development as a Special Exception to the appropriate zoning district in which such development is planned, so long as the following conditions are met:

- a. Density: Overall density of structures on the site does not exceed the density prescribed in the zoning district in which the development is to be located.
- b. Ownership: The site proposed shall be in one ownership, or if in several ownerships, the request for special exception shall be filed by all owners of the properties included in the plan.

c. Zoning Provisions: All other portions of the respective zoning district regulations and all other applicable portions of the Zoning Ordinance except those portions specifically permitted for variance be adhered to.

d. Subdivision Regulations: All applicable portions of the Subdivision Regulations are met.

e. Site Plan: Concurrent with the request, a scaled and dimensioned site plan of the development shall be submitted prepared by the registered engineer, land surveyor, landscape architect or architect, and typical tentative floor plans shall be submitted. The site plan shall show, but shall not be limited to:

- (1) Proposed standards for development, including restrictions of the use of the property, density standards and yard and restrictive covenants;
- (2) Location of buildings in relation to property and lots lines;
- (3) Location of off-street parking spaces and bays; internal circulation ways, ingress and egress points for the site;
- (4) Public and semi-public open spaces, community facilities and landscaped areas, walls, patio and service areas (including garbage disposal areas), driveways, walkways, as well as provision for maintenance of all common areas;
- (5) Exceptions or variations to the requirements of the Zoning Ordinance requested, if any;
- (6) Plans for the provision of utilities, including water, sewer and drainage facilities;
- (7) Plans for protection of abutting properties;
- (8) And such other plans and tabulations and other data that the Board of Adjustment may require.

If, after approval of the plan, substantial change therein is desired, application shall be filed with the Board of Adjustment to modify or change such plan.

f. Assurance of Improvements: A statement defining the manner in which the City of Key West is to be assured that all improvements and protective devices are to be installed and maintained shall accompany the request for Special Exception. The Board of Adjustment may require the posting of a performance

bond not to exceed one-fourth (1/4) the cost of providing: (1) the public services customarily supplied by the City of Key West to fill respective needs for storm, water and sanitary sewerage disposal, water supply and so forth; (2) the public improvements necessary to insure proper ingress and egress for the site.

Subsequent to the compliance of the aforementioned conditions, the customary procedures for granting of a Special Exception by the Board of Adjustment and for obtaining a building permit shall take effect.

4. Planned Commercial Development

Any commercial use or group of commercial uses for which three (3) or more acres is intended to be developed simultaneously according to a carefully drawn plan, the Board of Adjustment may permit such development as a Special Exception to the appropriate zoning district in which such development is planned. This provision is intended to encourage the timely and logical development of commercial activities and for the expansion of existing commercial facilities which would be constructed as a unit, to discourage development of commercial parcels of sufficient size where uncoordinated development would likely result in less efficient use of the land and of service to the community and its residents, and to assure suitable design and other criteria which would protect both the commercial environment and surrounding properties. Variances to lot and building regulations to permit more flexible design and utilization of space may be permitted. In order to qualify for such Special Exception, the following conditions must be met:

- a. Ownership: The site proposed shall be in one ownership or, if in several ownerships, the request for special exception shall be filed by all owners of the properties included in the plan.
- b. Zoning Provisions: All other portions of the respective zoning district regulations and all other applicable portions of this ordinance except those portions specifically permitted for variance shall be adhered to.
- c. Street Frontage: The site proposed shall have a minimum width of 200 feet along major street frontage.
- d. Access Limitations: Locations for access onto and off the site shall be confined to rights-of-way on which no residentially zoned property abuts. The minimum distance between such locations shall be at least 150 feet, and the minimum distance between any one location and an intersection of two or more street rights-of-way shall be 100 feet.
- e. Site Plan: Concurrent with the request, a site plan shall be submitted on which structures shall be located in relation to: (1) each other and to major entrances into and off the site; (2) internal circulation ways; (3) parking and service areas; and, (4) landscaped areas. The site plan and supporting

f. Assurance of Improvements: A statement defining the manner in which the City of Key West is to be assured that all improvements and protective devices are to be installed and maintained shall accompany the request for Special Exception. The Board of Adjustment may require the posting of a performance bond not to exceed one-fourth (1/4) the cost of providing: (1) the public improvements necessary to insure proper ingress and egress for the site; (2) the public services customarily supplied by the City of Key West to fill respective needs for storm, water, and sanitary sewer disposal, water supply and so forth.

Subsequent to the compliance of the aforementioned conditions, the customary procedure for granting of a Special Exception by the Board of Adjustment and for obtaining a building permit shall take effect.

5. Planned Industrial Development

Any industrial use or group of industrial uses for which five (5) or more acres is intended to be developed simultaneously according to a carefully drawn plan, the Board of Adjustment may permit such development as a Special Exception to the M-1 district. This provision is intended to encourage better organization and controlled development for land reserved primarily for industrial uses, to create a compatible environment for a variety of industrial activities, to protect the integrity of surrounding residential and commercial areas, to allow and encourage proper placement and design for those commercial and residential uses which augment the principal uses, and to discourage commercial and residential encroachment upon areas which should be reserved for industrial activities. Variances to lot and building regulations to permit more flexible design and utilization of space may be permitted, and any industrial use which meets the standards established in Performance Standards may be permitted. In order to qualify for such Special Exception, the following conditions must be met:

- a. Ownership: The site proposed shall be in one ownership, or, if in several ownerships, the request for special exception shall be filed by all owners of the properties included in the plan.
- b. Zoning Provisions: All other portions of the respective zoning district regulations and all other applicable portions of this ordinance except those portions specifically permitted for variance shall be adhered to.
- c. Street Frontage: The site proposed shall have a minimum width of 300 feet along major street frontage.
- d. Access Limitations: Locations for access onto and off the site shall be confined to rights-of-way on which no residentially zoned property abuts. The minimum distance between such locations shall be at least 200 feet, and the minimum distance between any one location and an intersection of two or more street rights-of-way shall be 100 feet.

- e. Site Plan: Concurrent with the request, a site plan shall be submitted on which structures shall be located in relation to: (1) each other and to major entrances into and off the site; (2) internal circulation ways; (3) parking and service areas; and, (4) landscaped areas. The site plan and supporting data shall also show proposed standards for development, including restrictions of the use of the property; exceptions or variations to the requirements of the Zoning Ordinance requested, if any; plans for the provision of utilities, including water, sewer and drainage facilities; plans for protection of abutting properties; and such other plans, tabulations and other data that the Board of Adjustment may require.
- f. Assurance of Improvements: A statement defining the manner in which the City of Key West is to be assured that all improvements and protective devices are to be installed and maintained shall accompany the request for Special Exception. The Board of Adjustment may require the posting of a performance bond not to exceed one-fourth (1/4) the cost of providing: (1) the public improvements necessary to insure proper ingress and egress for the site; (2) the public services customarily supplied by the City of Key West to fill respective needs for storm, water and sanitary sewer disposal, water supply and so forth.

Subsequent to the compliance of the aforementioned conditions, the customary procedure for granting of a Special Exception by the Board of Adjustment and for obtaining a building permit shall take effect.

IX. OFF-STREET PARKING AND LOADING REGULATIONS

1. Off-Street Parking and Loading Requirements

- a. Definition of Off-Street Parking Spaces: For the purpose of this ordinance, the term "off-street parking space" shall consist of a minimum net area of two hundred (200) square feet of appropriate dimensions for parking an automobile, exclusive of access drives or aisles thereto.
- b. Requirements for Off-Street Parking: There shall be provided at the time of the erection of any main building or structure or at the time any main building or structure is enlarged or increased in capacity by adding dwelling units, guest rooms, floor area or seats, minimum off-street automobile parking space with adequate provisions for ingress or egress in accordance with the following requirements:
 - (1) Auditorium, theatres or other places of assembly - One space for five persons or seats, or one space for every 150 square feet of floor area of the main assembly hall, whichever is larger.
 - (2) Business or commercial buildings - One space for each three hundred square feet of gross floor area or fraction thereof.
 - (3) Churches, temples or places of worship - One space for each five persons or seats, or one space for each 150 square feet of floor area of the main assembly hall, whichever is greater.
 - (4) Clubs or lodges - One space for each five seats or persons or one space for each 150 square feet of floor area of the main assembly hall, whichever is greater.
 - (5) Hospitals, sanitariums - One space for each four patient beds, plus one space for every two employees on the largest working shift, exclusive of spaces required for doctors.
 - (6) Libraries, museums - A parking area equal to fifty per cent of the floor area open to the public.
 - (7) Manufacturing and industrial uses - One space for each two employees on the largest working shift.
 - (8) Medical or dental clinics - Five spaces for each doctor or dentist.
 - (9) Mortuaries - One space for each eight seats of chapel capacity, plus one additional space for each two employees, exclusive of areas needed for ambulances.

- (10) Nursing or convalescent homes - One space for each four beds.
- (11) Office and Professional buildings - One space for each three hundred square feet of gross floor area.
- (12) Restaurants or other eating places - One space for each three seats.
- (13) Rooming, boarding houses - One space for each two beds.
- (14) Schools and public buildings - One space for each five seats, or one space for every 150 square feet of floor area in the main assembly hall, whichever is greatest.
- (15) Transient lodging facilities - One space for each sleeping unit plus one space for the owner or manager.
- (16) All other uses - To be determined by the official agency of the City of Key West charged with approving plans for such uses to be constructed.

c. Location of Off-Street Parking Spaces:

- (1) Parking spaces for all dwellings shall be located on the same property with the main building to be served where feasible, unless otherwise stipulated elsewhere in this ordinance.
- (2) Parking spaces for other uses shall be provided on the same lot or not more than five hundred feet distant.
- (3) Parking requirements for two or more uses, of the same or different types may be satisfied by the allocation of the required number of spaces of each use in a common parking facility.

2. Off-Street Loading Requirements Generally

a. Requirements for Off-Street Loading Spaces:

- (1) Every single occupancy permitted use having a floor area of ten thousand square feet or fraction thereof requiring the receipt of distribution by vehicles of materials and merchandise shall have at least one permanently maintained off-street loading space for the first ten thousand square feet and one additional space for each twenty thousand square feet of gross floor area or fraction thereof, over and above the first ten thousand square feet.

- (2) Single occupancy retail operations, wholesale and industrial operations with a gross floor area of less than ten thousand square feet shall provide sufficient receiving space on the property so as not to hinder the fast movement of vehicles and pedestrians over a sidewalk, street, or alley.
- b. Location and Dimension of Off-Street Loading Space: Each space shall have direct access to an alley or street and shall have the following minimum dimensions: length, twenty-five feet; width, twelve feet; height, fourteen feet.

X. HOME OCCUPATIONS

1. In any district where a home occupation is allowed, it shall be clearly incidental and secondary to the use of the dwelling for dwelling purposes and shall not change the character thereof. When permitted, home occupations shall be conducted in accordance with the following provisions:
 - a. No person other than members of the family residing on the premises shall be engaged in such occupations.
 - b. There shall be no display of goods visible from any street.
 - c. A non-illuminated name plate, not exceeding two square feet in area, may be displayed providing the same is affixed against the exterior surface at a position not more than two feet distance from the main entrance to the residence.
 - d. No home occupation shall occupy more than twenty-five (25) per cent of the first floor area of the residence, exclusive of the area of any open porch or attached garage or similar space not suited for or intended for occupancy as living quarters. No rooms which have been constructed as an addition to the residence, nor any attached garage or porch which has been converted into living quarters, shall be considered as floor area until two (2) years after the date of completion thereof.
 - e. No home occupation shall be conducted in an accessory building; such occupation must be conducted in the residence of the proprietor.
 - f. No motor power other than electric motors shall be used in conjunction with such home occupations. The total horsepower of such motors shall not exceed three (3) horsepower, or one (1) horsepower for any single motor.
 - g. No equipment or process shall be used in such home occupation which creates noise, vibration, glare, fumes, odors, or electrical interference detectable to the normal senses off the lot, if the occupation is conducted in a single-family residence, or outside the dwelling unit if conducted in other than a single-family residence. In the case of electrical interference, no equipment or process shall be used which creates a visual or audible interference in any radio or television receivers off the premises, or causes fluctuations in line voltage off the premises.
 - h. Occupations which generate greater volumes of traffic than would normally be expected in a residential neighborhood, such as barber shops, beauty shops, public dining or tea room facilities, antique or gift shops, fortune telling or clairvoyance, repair shops (excepting fine watch repair) are prohibited.

2. Any person desiring to conduct a home occupation in a district where such use is permitted shall first apply to the building inspector for a permit therefor. Such application shall be on a form prepared by the building inspector, and shall include, but not be limited to, the following information:
 - a. Name of applicant.
 - b. Location of residence wherein the home occupation, if approved, will be concluded.
 - c. Total floor area of the first floor of the residence.
 - d. Area of room or rooms to be utilized in the conduct of the home occupation.
 - e. A sketch showing the floor plan and the area thereof to be utilized for the conduct of the home occupation.
 - f. The nature of the home occupation sought to be approved.

Upon compliance with the foregoing procedure, the building inspector shall issue a permit for such home occupation. Any home occupation permit may be revoked by the building inspector at any time when it has been determined that the home occupation has become a public nuisance.

XI. PERFORMANCE STANDARDS

1. Application of Performance

- a. Any use established or changed ~~to~~, and any building, structure, or land developed, constructed or used for any permitted principal use, or any use permissible as a special exception, or any accessory use, shall comply with all of the performance standards herein set forth for the district involved.
- b. If any existing use or building or other structure is extended, enlarged, or reconstructed, the performance standards for the district involved shall apply with respect to such extended, enlarged, or reconstructed portion or portions of such use, building, or other structure.
- c. Within 24 months, all existing uses, buildings, or other structures shall comply with the performance standards herein set forth for the district involved, provided, however, that if the Board of Adjustment finds that because of the nature of the corrective action required, the 24 month period is inadequate, it may, as a special exception, grant not more than one extension for a period of not more than 12 months.

2. Administration and Enforcement of Performance Standards

- a. Intent concerning determinations involved in administration and enforcement of performance standards: Determinations necessary for administration and enforcement of performance standards set forth herein range from those which can be made with satisfactory accuracy by a reasonable person using normal senses and no mechanical equipment to those requiring great technical competence and complex equipment for precise measurement. It is the intent of this ordinance that:
 - (1) Where determination can be made by the building inspector, using equipment normally available to the city or obtainable without extraordinary expense, such determinations shall be so made before notice of violation is issued.
 - (2) Where technical complexity or extraordinary expense makes it unreasonable for the city to maintain the personnel or equipment necessary for making difficult or unusual determinations, procedures shall be available for causing corrections of apparent violations of performance standards, for protecting individuals from arbitrary, capricious and unreasonable administration and enforcement of performance standard regulations, and for protecting the general public from unnecessary costs for administration and enforcement.

- b. Applicable performance standards: If the building inspector finds, after taking determinations in the manner set forth in this ordinance, that there is violation of performance standards, he shall take or cause to be taken lawful action to cause correction to within the limits set by such performance standards.

3. Performance Standards

All uses within the city shall conform to the performance standards set forth herein.

a. Noise Standards:

- (1) Method of measurement - Sound levels shall be measured with a sound level meter and associated octave band filter manufactured according to standards prescribed by the American Standards Association, (American Standard Sound Level Meters for Measurement of Noise and Other Sounds Z24.3-1944, American Standards Association, Inc., New York, New York, and American Standard Specification for an Octave-Band Filter Set for the Analysis of Noise and Other Sounds, Z24.10-1953, American Standards Association, Inc., New York, New York).
- (2) Locational requirement for measurement - Sound levels shall be measured along the boundaries of the site.
- (3) Permitted sound levels -

Octave Band (cycles per second)	Maximum Sound Pressure Level (In Decibels 0.0002 dynes per square centimeter)	
	Along Residential District Boundaries	Along Commercial and Industrial District Boundaries
0 - 75	69	79
75 - 150	54	74
150 - 300	47	66
300 - 600	41	59
600 - 1,200	37	53
1,200 - 2,400	34	47
2,400 - 4,800	31	41
Above 4,800	28	39

These standards shall apply to all noises, due to intermittence, beat frequency or shrillness.

b. Smoke and Particulate Matter Standards:

- (1) Requirements - All uses shall be controlled to prevent the emission or discharge of any smoke or particulate matter, from any source whatever, to a density greater than the density as described as No. 1 on the Ringlemann Chart; provided that the following exceptions shall be permitted: smoke, the shade or appearance of which is equal to but not darker than No. 2 on the Ringlemann Chart for a period, or periods, aggregating four minutes in any thirty minutes.
- (2) Method of measurement - For the purpose of grading the density of smoke, the Ringlemann Chart, as published and used by the U. S. Bureau of Mines, which is hereby made a part of this ordinance shall be the standard.
- (3) Locational requirements for measurement - Smoke and particulate matter will be measured at its point of emission into the atmosphere and/or at the point of discharge from an area of confinement, storage, or display.

c. Odor Standards:

- (1) Requirements - All uses shall be controlled to prevent the emission of odorous gases or other matter in such quantities as to be offensive at the specified points of measurement.
- (2) Method of measurement - A noxious concentration shall be deemed to be the point at which the measurement of the threshold of smell can be achieved.
- (3) Locational requirements for measurement - Noxious odors shall be measured as specified at a point 25 feet from the point of origin.

d. Toxic Gases, Fumes, Vapors, and Matter:

- (1) All uses shall be controlled to prevent the discharge of any toxic gases or matter in such quantity that may endanger the public health, safety or welfare or cause damage or injury to other property or uses.
- (2) Locational requirement - Measurement shall be made at point of discharge into the atmosphere.

e. Vibration Standards:

- (1) Requirements - All uses shall be controlled to prevent the transmission of any vibration, from any source or at any time whatever, that exceeds the maximum displacement set forth in sub-section (4) below.
- (2) Method of measurement - The displacement of earth caused by vibration shall be measured in inches by an appropriate instrument approved by the City Commission upon recommendation of the Board of Adjustment.
- (3) Locational requirement - Vibration shall be measured as specified along the boundaries of the site.
- (4) Permitted vibration transmissions -

<u>Frequency</u> <u>cycles per second)</u>	<u>Maximum Permitted Displacement Along the Abutting Zoning District (in inches)</u>
0 to 10	.0008
10 to 20	.0005
20 to 30	.0002
30 to 40	.0002
Over 40	.0001

f. Glare and Lighting Standards:

Any lighting elements or structural materials installed on the site shall be prevented from casting or reflecting glare or light beyond the boundaries of the site, unless their location precludes any hazard or nuisance arising as a consequence of such glare or light. Locations requiring some means of preventing the transmission of glare or light beyond the site's boundaries are established according to the relationship between (a) required minimum elevation of the lighting element or structural material above the final grade established along the nearest site boundary, and (b) distance of the lighting element or structural material from the nearest site boundary. As set forth in the following table, elements or materials below the minimum elevation required of each distance shall be shielded or otherwise screened to prevent transmission of light or glare beyond the site.

<u>Distance</u>	<u>Required Minimum Elevation</u>
50 feet	20 feet
60 feet	19 feet
70 feet	18 feet
80 feet	17 feet
90 feet	16 feet
100 feet	15 feet

g. Electromagnetic Radiation:

- (1) Requirements - All uses shall be controlled to prevent any intentional source of electromagnetic radiation which does not comply with the current regulations of the Federal Communications Commission regulations regarding such sources of electromagnetic radiation.

Further, any operation in compliance with the Federal Communications Commission regulations shall not be permitted if such radiation causes an abnormal degradation in performance of other electromagnetic receptors of quality and proper design because of proximity, primary field, blanketing, spurious re-radiation conducted energy in power or telephone systems or harmonic content.

- (2) Method of measurement - For the purposes of determining the level of radiated electromagnetic interference, standard field strength measuring techniques interference transmitted or conducted by power or telephone lines, a suitable, turntable peak reading, radio frequency voltmeter shall be used. This instrument shall by means of appropriate isolation coupling, be alternately connected from line to line and from line to ground during the measurement.
- (3) Determination of electromagnetic interference - The determination of "abnormal degradation in performance", and "of quality and proper design" shall be made in accordance with good engineering practices as defined in the latest principles and standards of the American Institute of Electrical Engineers, the Institute of Radio Engineers, and the Radio Manufacturers Association. In case of any conflict between the latest standards and principles of the above groups, precedence in the interpretation shall be in the following order: (1) American Institute of Electrical Engineers, (2) Institute of Radio Engineers, and (3) Radio Manufacturers Association.

For the purposes of determining the maximum allowable level of radiated electromagnetic interference and electromagnetic interference transmitted or conducted by power or telephone lines, maximum allowable levels will be adopted by the City Commission upon recommendation of the Planning Board and qualified electrical engineers.

XII. SUPPLEMENTARY DISTRICT REGULATIONS

1. Establishment of Setback Lines for Street Widening - Where setback lines are established on streets, roads or highways, the front yards of lots and side yards of corner lots shall be measured from said setback lines, effective the date such setback lines are officially established.

Existing and proposed rights-of-way for street, road, and highway construction may be defined on a major street plan map and such other documents and materials as are necessary, adopted by the City of Key West for the purpose of establishing such setback lines.

2. Erection of More Than One Principal Structure on a Lot - In any district, more than one structure housing a permitted or permissible principal use may be erected on a single lot, provided that yard and other requirements of this ordinance shall be met for each structure as though it were on an individual lot.
3. Yard Encroachments - Every part of every required yard shall be open and unobstructed from the ground to the sky except as hereinafter provided or as otherwise permitted in this ordinance:
 - a. Sills or belt courses may project not over 18 inches into a required yard.
 - b. Movable awnings may project not over 3 feet into a required yard, provided that where the yard is less than 5 feet in width the projection shall not exceed one-half the width of the yard.
 - c. Chimneys, fireplaces or pilaster may project not over 2 feet into a required yard.
 - d. Fire escapes, stairways, and balconies which are unroofed and unenclosed may project not over 5 feet into a required rear yard, or not over 3 feet into a required side yard, of a multiple dwelling, hotel or motel.
 - e. Hoods, canopies, or marquees may project not over 3 feet into a required yard.
 - f. Fences, walls and hedges shall be permitted in required yards subject to the provisions established herein.
 - g. Accessory parking may be located in a required front, rear or side yard except that no parking shall be permitted within 15 feet of a public street.
4. Accessory Structures - No accessory structure shall be erected in any required front or side yard, and shall not cover more than 30% of any required rear yard. No

separate accessory structures shall be erected within 10 feet of any building on the same lot nor within 10 feet of any lot line. Accessory buildings must be constructed simultaneously with, or following, the construction of the main building, and shall not be used until after the principal structure has been fully erected. Erection of tents is prohibited.

5. Air Conditioning Units in Residential Districts - In all residential districts, the exhaust or mechanical part of any air conditioning or heating unit, other than window units, shall not be placed or installed within 15 feet of any property line except if such unit faces a street or an alley and is located 15 feet from an adjoining property.
6. Visibility at Intersections in Residential Districts - On a corner lot in any residential district, nothing shall be erected, placed, planted, or allowed to grow in such a manner as materially to impede vision between a height of two and a half and ten feet above the centerline grades of the intersecting streets in the area bounded by the street lines of such corner lots and a line joining points along said street lines 50 feet from the point of the intersection.
7. Fences, Walls and Hedges - Notwithstanding other provisions of this ordinance, fences, walls, and hedges may be permitted in any required yard, or along the edge of any yard, provided that no fence, wall, or hedge along the sides or front yard shall be over two and one half feet in height, except where such fence, wall, or hedge constitutes no impairment to traffic safety or visibility.
8. Exceptions to Height Regulations - The height limitations contained in the Schedule of District Regulations do not apply to spires, belfries, cupolas, antennae, water tanks, ventilators, chimneys, or other appurtenances usually required to be placed above the roof level and not intended for human occupancy.
9. Structures to Have Access - Every building hereafter erected or moved shall be on a lot adjacent to a public street, or with access to an approved private street, and all structures shall be so located on lots as to provide safe and convenient access for servicing, fire protection, and required off-street parking.
10. Parking, Storage, or Use of Major Recreational Equipment - For purposes of these regulations, major recreational equipment is defined as including boats and boat trailers, travel trailers, pick-up campers or coaches (designed to be mounted on automotive vehicles), motorized dwellings, tent trailers, and the like, and cases or boxes used for transporting recreational equipment, whether occupied by such equipment or not. No major recreational equipment shall be parked or stored on any lot in a residential district except in a car port or enclosed building or behind the nearest portion of a building to a street, provided however that such equipment may be parked anywhere on residential premises for a period not to exceed 24 hours during loading or unloading. No such equipment shall be used for living, sleeping, or housekeeping purposes when parked or stored on a residential lot, or in any location not approved for such use.

11. Parking and Storage of Certain Vehicles – Automotive vehicles or trailers of any kind or type without current license plates shall not be parked or stored on any residentially zoned property other than in completely enclosed buildings. Any automotive vehicle not in running condition shall not be parked or stored on any residentially zoned property for a period exceeding 72 hours, other than in completely enclosed buildings.

XIII. ADMINISTRATION AND ENFORCEMENT - BUILDING PERMITS, CERTIFICATES OF APPROPRIATENESS AND OCCUPANCY

1. Administration and Enforcement - The Building Inspector, under the supervision of the City Manager or department head duly delegated and appointed by the City Manager, shall administer and enforce this ordinance. He may be provided with the assistance of such other officers and employees of the City as he may direct.

If the Building Inspector shall find that any of the provisions of this ordinance are being violated, he shall notify in writing the person responsible for such violation, indicating the nature of the violation and ordering the action necessary to correct it. He shall order discontinuance of illegal use of land, buildings, or structures; removal of illegal buildings or structures or of additions, alterations, or structural changes thereto; discontinuance of any illegal work being done; or shall take any other action authorized by this ordinance to insure compliance with or to prevent violation of its provisions.

2. Building Permits Required - No building or other structure shall be erected, moved, added to, or structurally altered without a permit therefor, issued by the Building Inspector. No building permit shall be issued except in conformity with the provisions of this ordinance, except after written order from the Board of Adjustment in the form of an administrative review, special exception, or variance as provided by this ordinance. In the case of structures located within the HP-1 and 2 zones, no building permit shall be issued without a "certificate of appropriateness" issued by the Board of Adjustment.
3. Application for Building Permit - All applications for building permits for any structure shall be accompanied by a scale drawing at one inch to one hundred feet, in triplicate showing the following:
 - a. The actual dimensions and shape of the lot or lots to be built upon;
 - b. The exact sizes and locations on the lot of buildings already existing, if any;
 - c. The location and dimensions of the proposed building or alteration;
 - d. When applicable, the required parking spaces, loading and unloading spaces, maneuvering space and openings for ingress and egress;
 - e. When applicable, grading and drainage plans showing any and all cuts, fills and provisions for adequately carrying off surface water on premises plus provisions for any surface water which would naturally flow over or through the area. Such plans shall be reviewed and approved by the city manager;

- f. Such other information as lawfully may be required by the Building Inspector, including existing or proposed building or alteration; existing or proposed uses of the building and land; the number of families, housekeeping units, or rental units the building is designed to accommodate; conditions existing on the lot; and such other matters as may be necessary to determine conformance with, and provide for the enforcement of, this ordinance.

One copy of the plans shall be returned to the applicant by the Building Inspector, after he shall have marked such copy either as approved or disapproved and attested same by his signature on such copy. The original and one copy of the plans, similarly marked, shall be retained by the Building Inspector.

4. Certificate of Appropriateness - In connection with an application for a permit for any construction, reconstruction, erection, re-erection, restoration, or repair of any structure in any of the two historic preservation zones, it shall be the duty of the Building Inspector to request review of the application and additional required information by the Historic Preservation Committee of the Board of Adjustment. Upon receipt of the Committee's recommendations as to whether the proposed action, with or without certain conditions attached is compatible and in harmony with the intent of historic preservation zoning, the Board of Adjustment shall then act to issue or deny a Certificate of Appropriateness. It shall be the duty of the city Building Inspector to ascertain that the conditions upon which any Certificate of Appropriateness is issued are met.
5. Certificate of Occupancy Required - No land or building or part thereof hereafter erected or altered in its use or structure shall be used until the Building Inspector shall have issued a certificate of occupancy stating that such land, building, or part thereof, and the proposed use thereof are found to be in conformity with the provisions of this chapter. Within three (3) days after notification that a building or premises, or part thereof, is ready for occupancy or use, it shall be the duty of the Building Inspector to make a final inspection thereof and to issue a certificate of occupancy if the land, building or part thereof and the proposed use thereof are found to conform with the provisions of this chapter; or, if such certificate is refused, to state such refusal in writing with the cause.

A temporary certificate of occupancy may be issued by the city manager for a period not exceeding six months during alterations or partial occupancy of a building pending its completion provided that such temporary certificate may require such conditions and safeguards as will protect the safety of the occupants and the public.

No non-conforming use or structure shall be maintained, renewed, changed, or extended until a certificate of occupancy shall have been issued by the Building Inspector. The certificate of occupancy shall state specifically wherein the non-conforming use differs from the provisions of this ordinance, provided that upon

enactment or amendment of this ordinance, owners or occupants of non-conforming uses or structures shall have three months to apply for certificates of occupancy. Failure to make such application within three months shall be presumptive evidence that the property was in conforming use at the time of enactment or amendment of this ordinance.

Failure to obtain a certificate of occupancy shall be deemed a violation of this ordinance.

6. Expiration of Building Permit - If the work described in any building permit has not begun within 90 days from the date of issuance thereof, said permit shall expire; it shall be canceled by the Building Inspector and written notice shall be given to the persons affected.

If the work described in any building permit has not been substantially completed within two years of the date of issuance thereof, said permit shall expire and be canceled by the Building Inspector and written notice thereof shall be given to the persons affected, together with notice that further work as described in the canceled permit shall not proceed unless and until a new building permit has been obtained.

7. Construction and Use to be as Provided in Applications, Permits, and Certificates of Occupancy - Building permits or certificates of occupancy issued on the basis of plans and applications approved by the Building Inspector authorize only the use, arrangement, and construction set forth in such approved plans and applications, and no other use, arrangement or construction. Use, arrangement, or construction at variance with that authorized shall be deemed a violation of this ordinance.

XIV. BOARD OF ADJUSTMENT AND HISTORIC PRESERVATION COMMITTEE: ESTABLISHMENT AND PROCEDURES

A Board of Adjustment is hereby established, which shall consist of five (5) members to be appointed by the City Council, each for a term of three years. Members of the Board of Adjustment may be removed by the City Council for cause upon written charges and after public hearing. Vacancies shall be filled by the City Council for the unexpired term of the member affected.

The members of the Old Island Restoration Commission as established in Legislative Act #65-1773 are hereby appointed as an historic preservation sub-committee to the Board of Adjustment. Appointed members are subject to all the provisions of the state act.

1. Proceedings of the Board of Adjustment - The Board of Adjustment shall adopt rules necessary to the conduct of its affairs, and in keeping with the provisions of this ordinance. The Historic Preservation Committee shall develop rules on the information to be submitted by the applicant seeking a building permit for either of the two historic preservation zones and the criteria or standards to be used in judging the appropriateness of projects. These rules shall relate to requiring submission of such information as exterior elevations and plot plans showing arrangement of structures on the lot, presented in sufficient detail to determine appropriateness in terms of such criteria as scale, materials, roof form, and fenestration. Plans for any signs to be used in connection with commercial and institutional establishments or customary home occupations shall also be presented in sufficient detail to determine appropriateness. Copies of these rules and criteria will then be submitted to the Board of Adjustment for their review, adoption, and use when a special exception or certificate of appropriateness is required.

Copies of rules and criteria adopted by the Board of Adjustment shall be supplied to the city Building Inspector in order (1) that he may inform applicants seeking building permits for either of the historic preservation zones of the additional information to be submitted with the application; (2) that he may ascertain that all required information is in hand before referring the application to the Board of Adjustment for a certificate of appropriateness or special exception; and finally, (3) that the applicant will know the criteria by which the Board of Adjustment and their sub-committee will determine the historic appropriateness of his proposal.

Meetings of the Board of Adjustment and the Historic Preservation Committee shall be held at the call of the chairman and at such other times as the Board of Adjustment may determine. The chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses. All meetings shall be open to the public.

The Board of Adjustment and the Historic Preservation Committee shall keep minutes of its proceedings, showing the vote of each member upon each question, or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall be a public record and be immediately filed in the office of the Building Inspector.

2. Hearings; Appeals; Notice - Appeals to the Board of Adjustment may be taken by any person aggrieved or by any officer or bureau of the governing body of the City affected by any decision of the historic sub-committee or the Building Inspector. Such appeals shall be taken within a reasonable time not to exceed sixty (60) days or such lesser period as may be provided by the rules of the Board of Adjustment, by filing with the Building Inspector and with the Board of Adjustment a notice of appeal specifying the grounds therefor. The Building Inspector shall forthwith transmit to the Board of Adjustment all papers constituting the record upon which the action appealed from was taken.

The Board of Adjustment shall fix a reasonable time for hearing of the appeal, give public notice thereof as well as due notice to the parties in interest, and decide the same within a reasonable time. At the hearing any party may appear in person or by agent or attorney.

3. Stay of Proceeding - An appeal stays all proceedings in furtherance of the action appealed from, unless the Building Inspector from whom the appeal is taken certifies to the Board of Adjustment after the notice of appeal is filed with him, that by reason of facts stated in the certificate, a stay would, in his opinion, cause imminent peril to life and property. In such case proceedings shall not be stayed other than by a restraining order which may be granted by the Board of Adjustment or by a court of record on application, on notice to the administrative official charged with the enforcement of this act and from the appeal is taken on due cause shown.

XV. BOARD OF ADJUSTMENT AND HISTORIC PRESERVATION COMMITTEE:
POWERS AND DUTIES

The Board of Adjustment shall have the following powers and duties:

1. Administrative Review - To hear and decide appeals where it is alleged there is error in any order, requirement, decision, or determination made by the Building Inspector in the enforcement of this ordinance.
2. Special Exceptions; Conditions Governing Applications; Procedures - To hear and decide only such special exceptions as the Board of Adjustment is specifically authorized to pass on by the terms of this ordinance; to decide such questions as are involved in determining whether special exceptions should be granted; and to grant special exceptions with such conditions and safeguards as are appropriate under this ordinance or other applicable ordinances; or to deny special exceptions not in harmony with the purpose and intent of this ordinance. A special exception shall not be granted by the Board of Adjustment unless and until:
 - a. Written application for a special exception is submitted indicating the section of this ordinance under which the special exception is sought and stating the grounds on which it is requested;
 - b. Notice shall be given at least fifteen (15) days in advance of public hearing. The owner of the property for which special exception is sought or his agent shall be notified by certified mail. Notice of such hearing shall be posted on the property for which special exception is sought, at the City Hall, and shall be published in a newspaper of regular circulation within the City of Key West;
 - c. The public hearing shall be held. Any party may appear in person, or by agent, or attorney;
 - d. The Board of Adjustment shall make a finding that it is empowered under the section of this ordinance described in the application to grant the special exception, and that the granting of the special exception will not adversely affect the public interest;
 - e. If the special exception is located within either historic preservation zone the recommendation and adopted rules and criteria of the Board's Historic Preservation Committee shall be considered.

Before any special exception shall be issued, the Board shall make written findings certifying compliance with the specific rules governing individual special exceptions and that satisfactory provision and arrangement has been made concerning the following, where applicable:

- a. Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe;
- b. Off-street parking and loading areas where required, with particular attention to the items in (a) above and the economic, noise, glare, or odor effects of the special exception on adjoining properties generally in the district;
- c. Refuse and service areas, with particular reference to the items in (a) and (b) above;
- d. Utilities, with reference to locations, availability, and compatibility;
- e. Screening and buffering with reference to type, dimensions, and character;
- f. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;
- g. Required yards and other open space;
- h. That the use will be reasonably compatible with surrounding uses in its function, its hours of operation, the type and amount of traffic to be generated, and building size and setbacks, its relationship to land values, and other factors that may be used to measure compatibility;
- i. If located in either of the historic preservation districts, that the rules of the Board's historic preservation committee will not be violated.

In granting any special exception, the Board of Adjustment may prescribe appropriate conditions and safeguards in conformity with this ordinance. Violation of such conditions and safeguards, when made a part of the terms under which the special exception is granted, shall be deemed to be violation of this ordinance and punishable as provided by this ordinance. The Board of Adjustment shall prescribe a time limit within which the action for which the special exception is required shall be begun or completed, or both. Failure to begin or complete, or both, such action within the time limit set shall void the special exception.

3. Variances; Conditions Governing Applications; Procedures – To authorize upon appeal in specific cases such variance from the terms of this ordinance as will not be contrary to public interest where, owing to special conditions, a literal enforcement of the provisions of this ordinance would result in unnecessary hardship. A variance from the terms of this ordinance shall not be granted by the Board of Adjustment unless and until:
- a. A written application for a variance is submitted demonstrating:
 - (1) That special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, buildings or structures in the same district;
 - (2) That literal interpretation of the provisions of this ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this ordinance;
 - (3) That the special conditions and circumstances do not result from the actions of the applicant;
 - (4) That granting the variance requested will not confer on the applicant any special privilege that is denied by this ordinance to other lands, structures or buildings in the same district.
 - No non-conforming use of neighboring lands, structures or buildings in the same district, and no permitted use of lands, structures or buildings in other districts shall be considered grounds for the issuance of a variance.
 - b. Notice of public hearing shall be given as specified for special exceptions;
 - c. The public hearing shall be held. Any party may appear in person, or by agent, or attorney;
 - d. The Board of Adjustment shall make findings that the requirements of 3 a (above) have been met by the applicant for a variance;
 - e. The Board of Adjustment shall further make a finding that the reasons set forth in the application justify the granting of the variance, and that the variance is the minimum variance that will make possible the reasonable use of the land, building or structure;
 - f. The Board of Adjustment shall further make a finding that the granting of the variance will be in harmony with the general purpose and intent of this ordinance, will not be injurious to the neighborhood, or otherwise detrimental to the public welfare.

In granting any variance, the Board of Adjustment may prescribe appropriate conditions and safeguards in conformity with this ordinance. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this ordinance and punishable as provided by this ordinance.

Under no circumstances shall the Board of Adjustment grant a variance to permit a use not generally or by special exception permitted in the district involved, or any use expressly or by implication prohibited by the terms of this ordinance in said district.

4. Certificates of Appropriateness; Conditions Governing Applications; Procedures –
To issue certificates of appropriateness which are required for the issuance of a building permit for the use, construction, reconstruction, erection, re-erection, restoration, alteration, repair, removal and/or demolition of structures, buildings, and appurtenances thereto, located within either of the historic preservation districts. A certificate of appropriateness shall not be granted by the Board of Adjustment unless and until:
 - a. Written application for a certificate of appropriateness has been submitted;
 - b. Written recommendations and conditions have been received from the Historic Preservation Sub-Committee;
 - c. Notice shall be given at least 15 days in advance of public hearing. The owner or his agent for which a certificate of appropriateness is sought shall be notified by certified mail. Notice of such hearing shall be posted on the property for which certificate of appropriateness is sought, at the City Hall, and shall be published in a newspaper of regular circulation in the City of Key West;
 - d. The public hearing shall be held. Any party may appear in person, or by agent, or attorney;
 - e. The Board of Adjustment shall make a finding that it is empowered under the section of this ordinance in the application to grant a certificate of appropriateness and that the granting of the certificate of appropriateness will not adversely affect the public interest.

Upon receipt of written application, the City Building Inspector shall provide the applicant with the basic application forms plus information additionally required and the criteria which will be used to determine the appropriateness of the proposed action. The Building Inspector shall transmit all required information to the chairman of the Historic Preservation Committee fifteen (15) days prior to the public hearing of the Board of Adjustment. The committee shall transmit the written

recommendation of the Historic Preservation Committee to the Board of Adjustment. Upon review of the Committee's recommendations, the Board of Adjustment shall approve or deny issuance of such a certificate. If the certificate is granted, the Building Inspector may then proceed to approve the issuance of a building permit.

5. Decisions of the Board of Adjustment - In exercising any of the above listed powers, the Board of Adjustment may, so long as the action is in conformity with the terms of this ordinance, reverse or affirm wholly or partly, or may modify the order, requirement, decision or determination appealed from and may make such order, requirement, decision or determination as should be made, and to that end shall have all of the powers of the Building Inspector from whom the appeal was taken.

The concurring vote of four members of the Board of Adjustment shall be necessary to reverse any order, requirement, decision or determination of the Building Inspector, or to decide in favor of the applicant on any matter upon which it is required to pass under this ordinance, or to effect any variation in the application of this ordinance.

XVI. APPEALS FROM THE BOARD OF ADJUSTMENT

Any person or persons, or any taxpayer, department, board or bureau of the City aggrieved by any decision of the Board of Adjustment, may, within thirty (30) days after the filing of such decision in the office of the City Clerk, but not thereafter, apply to the courts for relief in the manner provided by the laws of the State of Florida, and particularly by Chapter 176, Florida Statutes.

XVII. DUTIES OF ADMINISTRATIVE OFFICIAL, BOARD OF ADJUSTMENT, CITY COUNCIL, AND COURTS ON MATTERS OF APPEAL

It is the intent of this ordinance that all questions of interpretation and enforcement shall be first presented to the Building Inspector, and that such questions shall be presented to the Board of Adjustment only on appeal from the decision of the Building Inspector, and that recourse from the decisions of the Board of Adjustment shall be to the courts as provided by law and particularly by Chapter 176, Florida Statutes.

It is further the intent of this ordinance that the duties of the City Council in connection with this ordinance shall not include hearing and deciding questions of interpretation and enforcement that may arise. The procedure for deciding such questions shall be as stated in this section and this ordinance. Under this ordinance the City Council shall have only the duties (1) of considering and adopting or rejecting proposed amendments or the repeal of this ordinance, as provided by law, and (2) of establishing a schedule of fees and charges.

XVIII. AMENDMENTS

The regulations, restrictions and boundaries set forth in this ordinance may, from time to time, be amended, supplemented, changed, or repealed, in the manner prescribed by law.

1. Procedure - The procedure for amendment of this ordinance shall be as follows:

- a. A zoning amendment may be proposed by: (1) City Council; (2) the Planning Board; (3) Board of Adjustment; (4) any department or agency of the city; or (5) any individual, corporation, or agency. A request shall be submitted in writing. A request submitted by an individual, corporation or non-public agency shall be accompanied by the necessary fees and the request shall contain or be accompanied by all pertinent information which may be required for proper consideration of the matter.

b. All proposed amendments shall be submitted to the Planning Board for study and recommendation. The Planning Board shall study such proposals to determine: (1) the need and justification for change; (2) when pertaining to the rezoning of land, the effect of the change, if any, on the particular property and on surrounding properties; (3) when pertaining to the rezoning of land, the amount of undeveloped land in the general area and in the City having the same classification as that requested; and (4) the relationship of the proposed amendment to the purpose of the City's plan for development, with appropriate consideration as to whether the proposed change will further the purposes of this ordinance and the plan.

c. No recommendation for change or amendment may be considered by the Planning Board until due public notice has been given of a public hearing. Public notice of the hearing shall be given at least 15 days in advance of the hearing by the publication in a newspaper of regular and general circulation in Key West and notice shall be posted at the City Hall.

No recommendation for change shall be made by the Planning Board unless and until the public hearing has been held.

d. The Planning Board shall submit the request for change or amendment to the City Council with written reasons for its recommendation.

e. The City Council shall hold public hearings on the recommendation of the Planning Board giving public notice under the same procedure specified by 1 (c) above.

f. Proposals originating with the City Council, the Planning Board, or a department or agency of the City of Key West shall be processed as in (c) and (d) above.

2. Limitations - No proposal for zoning change or amendment affecting particular property or properties shall contain conditions, limitations, or requirements not applicable to all other property in the district to which the particular property is proposed to be rezoned.

When a parcel of land has less than 200 feet of street frontage and less than 40,000 square feet of area, both being required, no amendment shall be enacted to change the zoning classification except to the existing zoning classification of property adjoining the said parcel.

3. Protest by Property Owners - In case of a protest against a change in zoning classification of a particular property presented at the public hearing of the Planning Board or City Council signed by the owners of twenty per cent or more either of the area of the lots included in the proposed change or of those immediately adjacent in the rear thereof extending five hundred (500) feet therefrom, or of those directly opposite thereto extending five hundred (500) feet from the street frontage of such opposite lots, such amendment shall not become effective except by the favorable vote of four members of the City Council.

XIX. SCHEDULE OF FEES, CHARGES AND EXPENSES

The following fees and charges in connection with matters pertinent to zoning petitions for changes in zoning and appeals are established:

Application for rezoning \$50.00

Application for a special exception, variance, or certificate of appropriateness \$25.00

No permit or certificate shall be issued and no inspection, public notice or other action relative to zoning, petitions for change in zoning, or appeals, shall be instituted until after such fees, charges and costs have been paid. When, in accordance with the provisions of this section, a fee is paid and application is filed, there shall be no return or rebate of any funds so received, regardless of the City's determination in the matter involved. All fees, costs and charges shall be, upon collection, deposited in the general fund of the City.

XX. PROVISIONS OF ORDINANCES DECLARED TO BE MINIMUM REQUIREMENTS

In their interpretation and application, the provisions of this ordinance shall be held to be minimum requirements, adopted for the protection of the public health, safety, morals and general welfare. Whenever the requirements of this ordinance are at variance with the requirements of any other lawfully adopted rules, regulations, ordinances, deed restrictions or covenants, the most restrictive or that imposing the higher standards, shall govern.

XXI. COMPLAINTS REGARDING VIOLATIONS

Whenever a violation of this ordinance occurs, or is alleged to have occurred, any person may file a written complaint. Such complaint stating fully the causes and basis thereof shall be filed with the Building Inspector. He shall record properly such complaint, immediately investigate, and take action thereon as provided by this ordinance.

XXII. PENALTIES FOR VIOLATION

Violation of the provisions of this ordinance or failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with grants of variances or special exceptions) shall constitute a misdemeanor. Any person who violates this ordinance or fails to comply with any of its requirements shall upon conviction thereof be guilty of a misdemeanor and subject to the penalties therefor as set out for the violation of any provision of the City Code. Each day such violation continues shall be considered a separate offense.

The owner or tenant of any building, structure, premises, or part thereof, and any architect, builder, contractor, agent, or other person who commits, participates in, assists in, or maintains such violation may each be found guilty of a separate offense and suffer the penalties provided.

Nothing herein contained shall prevent the city from taking such other lawful action as is necessary to prevent or remedy any violation.

XXIII. SEPARABILITY CLAUSE

Should any section or provision of this ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any part thereof other than the part so declared to be unconstitutional or invalid.

XXIV. DEFINITIONS

For the purpose of this ordinance, certain terms or words used herein shall be interpreted as follows:

The word person includes a firm, association, organization, partnership, trust, company, or corporation as well as an individual.

The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular.

The word shall is mandatory, the word may is permissive.

The words used or occupied include the words intended, designed, or arranged to be used or occupied.

The word lot includes the words plot or parcel.

1. Accessory Use or Structure - A use or structure on the same lot with, and of a nature customarily incidental and subordinate to the principal use or structure.
2. Alley - Any public or private right-of-way set aside for secondary public travel and servicing which is less than thirty (30) feet in width.
3. Automotive Vehicle - Any self-propelled vehicle or conveyance designed and used for the purpose of transporting or moving persons, animals, freight, merchandise or any substance. The phrase shall include passenger cars, trucks, buses, motorcycles, scooters and station wagons, but shall not include tractors, construction equipment or machinery or any devise used for performing a job except as stated above.
4. Automotive Repair Facilities - This term shall include all mechanical engine overhead or repair, and body work and painting of automotive vehicles.
5. Buildable Area - The portion of a lot remaining after required yards have been provided.
6. Building or Structure - Any structure constructed or used for residence, business, industry, or other public or private purposes or accessory thereto, including tents, lunch wagons, dining cars, trailers, mobile homes, sheds, garages, carports, animal kennels, structures of all types, store rooms, billboards, signs, gasoline pumps and similar structures whether stationary or movable.

7. Certificate of Appropriateness - Must be issued by the Board of Adjustment to obtain a building permit for all construction or modification of buildings or appurtenances located within the historic preservation districts.
8. Court - An unoccupied open space on the same lot with the principal building and fully enclosed on at least three adjacent sides by walls of the principal building.
9. Drive-in Restaurant or Refreshment Stand - Any place or premise used for sale, dispensing, or serving of food, refreshments, or beverages, in automobiles, including those establishments where customers may serve themselves and may eat or drink the food, refreshments, or beverages on the premises.
10. Dwelling, Single Family - A detached residential dwelling unit other than a mobile home, designed for and occupied by one family only.
11. Dwelling, Mobile Home - A detached residential dwelling unit over eight (8) feet in width, designed for transportation after fabrication on streets or highways on its own wheels or on flatbed or other trailers, and arriving at the site where it is to be occupied as a dwelling complete and ready for occupancy except for minor and incidental unpacking and assembly operations, location on jacks or other temporary or permanent foundations, connections to utilities, and the like. A travel trailer is not to be considered as a mobile home.
12. Dwelling, Two Family - A detached residential building containing two dwelling units, designed for occupancy by not more than two families.
13. Dwelling, Multiple Family - A residential building designed for or occupied by three or more families, with the number of families in residence not exceeding the number of dwelling units provided.
14. Dwelling Unit or Living Unit - One room, or rooms connected together, constituting a separate, independent housekeeping establishment for owner occupancy, or rental or lease on a weekly, monthly, or longer basis, and physically separated from any other rooms or dwelling units which may be in the same structure, and containing independent cooking and sleeping facilities.
15. Family - One or more persons occupying a premises in the form of a living unit and living as a single non-profit housekeeping unit.
16. Height of Building - The vertical distance from the established average sidewalk or street grade or finished grade at the building line, whichever is the highest, to the highest point of the building.

17. Home Occupation - Any occupation conducted entirely within a dwelling unit and carried on by an occupant thereof, which occupation is clearly incidental and secondary to the use of the dwelling for dwelling purposes and does not change the residential character thereof.
18. Living Area - The minimum floor area of a dwelling as measured by its outside dimensions exclusive of carports, porches, sheds, and attached garage.
19. Loading Space, Off-Street - Space logically and conveniently located for bulk pick-ups and deliveries, scaled to delivery vehicles expected to be used, and accessible to such vehicles when required off-street parking spaces are filled. Required off-street loading space is not to be included as off-street parking space in computation of required off-street parking space.
20. Lot - For purposes of this ordinance, a lot is a parcel of land of at least sufficient size to meet minimum zoning requirements for use, coverage, and area, and to provide such yards and other open spaces as are herein required. Such lot shall have frontage on an improved public street, or on an approved private street, and may consist of:
 - a. A single lot of record;
 - b. A portion of a lot of record;
 - c. A combination of complete lots of record, of complete lots of record and portions of lots of record, or of portions of lots of record;
 - d. A parcel of land described by metes and bounds;provided that in no case of division or combination shall any residual lot or parcel be created which does not meet the requirements of this ordinance.
21. Lot, Corner - A lot located at the intersection of two or more streets. A lot abutting on a curved street or streets shall be considered a corner lot if straight lines drawn from the foremost points of the side lot lines to the foremost point of the lot meet at an interior angle of less than 135 degrees.
22. Lot Dimensions =
 - a. Depth of a lot shall be considered to be the distance between the mid-points of straight lines connecting the foremost points of the side lot lines in front and the rearmost points of the side lot lines in the rear.

- b. Width of a lot shall be considered to be the distance between straight lines connecting front and rear lot lines at each side of the lot, measured across the rear of the required front yard, provided however that width between side lot lines at their foremost points (where they intersect with the street lines) shall not be less than 80 per cent of the required lot width except in the case of lots on the turning circle of cul-de-sac, where the 80 per cent requirement shall not apply.
23. Lot, Interior - A lot other than a corner lot, only one frontage on a street.
24. Lot of Record - A lot whose existence, location and dimensions have been legally recorded or registered in a deed or on a plat prior to the effective date of this ordinance.
25. Lot, Reversed Frontage - A lot on which the frontage is at right angles or approximately right angles (interior angle less than 135 degrees) to the general pattern in the area. A reversed frontage lot may also be a corner lot, an interior lot or a through lot.
26. Lot, Through - A lot other than a corner lot with frontage on more than one street. Through lots abutting two streets may be referred to as a double frontage lot.
27. Mobile Home Park - A single parcel of ground six (6) acres or more in area upon which there are mobile home sites to be leased or rented to occupants thereon.
28. Non-Conformity - Any lot, use of land, use of structure, use of structure and premises or characteristics of any use which was lawful at the time of enactment of this ordinance but which does not conform with the provisions of the district in which it is located.
29. Occupied - The use of a structure or land for any purpose, including occupancy for residential, business, industrial, manufacturing, storage, and public use.
30. Patio - An open unoccupied space on the same lot which is fully enclosed on all four sides by the principal building.
31. Parking Space, Off-Street - For the purposes of this ordinance, an off-street parking space shall consist of a space adequate for parking an automobile with room for opening doors on both sides, together with properly related access to a public street or alley and maneuvering room. Required off-street parking areas for three or more automobiles shall have individual spaces marked, and shall be so designed, maintained, and regulated that no parking or maneuvering incidental to parking shall be on any public street, walk, or alley, and so that any automobile may be parked and unparked without moving another.

For purposes of rough computation, an off-street parking space and necessary access and maneuvering room may be estimated at 300 square feet, but off-street parking requirements will be considered to be met only when actual spaces meeting the requirements above are provided and maintained, improved in a manner appropriate to the circumstances of the case, and in accordance with all ordinances and regulations of the city.

32. Principal Use of Structure - A building in which is conducted the principal use of the lot on which it is situated. In a residence district any dwelling shall be deemed to be the principal building on the lot on which the same is situated. An attached carport, shed, garage, or any other structure with one or more walls or a part of one wall being a part of the principal building and structurally dependent, totally or in part, on the principal building, shall comprise a part of the principal building and be subject to all regulations applied to the principal building. A detached and structurally independent carport, garage, or other structure shall conform to the requirements of an accessory building. A detached and structurally independent garage, carport, or other structure conforming as an accessory building may be attached to the principal building by an open breezeway not to exceed six (6) feet in width. A connecting breezeway in excess of six (6) feet and enclosed on one or both sides, including louvers, lattice or screening, shall cause the entire structure to be constructed as the principal building and shall be subject to the regulations applicable to the principal building.
33. Public Use - Any use of land or structures owned and operated by a municipality, county, state or the federal government or any agency thereof and for a public service or purpose.
34. Semi-public Use - Any use of land or buildings owned and operated by an individual, firm, corporation, lodge or club, either as a profit or non-profit activity, for a public service or purpose. This shall include privately owned utilities, transportation, recreation, education, and cultural activities and services.
35. Service Station - Buildings and premises where gasoline, oil, grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail, and where in addition the following services may be rendered and sales made, and no other:
 - a. Sale and servicing of spark plugs, batteries, and distributors and distributor parts;
 - b. Tire servicing and repair, but not recapping or regrooving;
 - c. Replacement of mufflers and tail pipes, water hose, fan belts, brake fluid, light bulbs, fuses, floor mats, seat covers, windshield wipers and wiper blades, grease retainers, wheel bearings, mirrors, and the like;

- d. Radiator cleaning and flushing;
- e. Washing and polishing, and sale of automotive washing and polishing materials;
- f. Greasing and lubrication;
- g. Providing and repairing, fuel pumps, oil pumps, and lines;
- h. Minor servicing and repair of carburetors;
- i. Emergency wiring repairs;
- j. Adjusting and repairing brakes;
- k. Minor motor adjustments not involving removal of the head or crank-case or racing the motor;
- l. Sales of cold drinks, packaged foods, tobacco, and similar convenience goods for service station customers, as accessory and incidental to principal operation;
- m. Provision of road maps and other informational material to customers; provision of restroom facilities.

Uses permissible at a service station do not include major mechanical and body work, straightening of body parts, painting, welding, storage of automobiles not in operating condition, or other work involving noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in service stations. A service station is not a repair garage nor a body shop.

34. Sign - Any device designed to inform or attract the attention of persons not on the premises on which the sign is located, provided however that the following shall not be included in the application of the regulations herein:
- a. Signs not exceeding one square foot in area and bearing only property numbers, post box numbers, names of occupants of premises, or other identification of premises not having commercial connotations;
 - b. Flags and insignia of any government except when displayed in connection with commercial promotion;
 - c. Legal notices; identification, informational, or directional signs erected or required by governmental bodies;

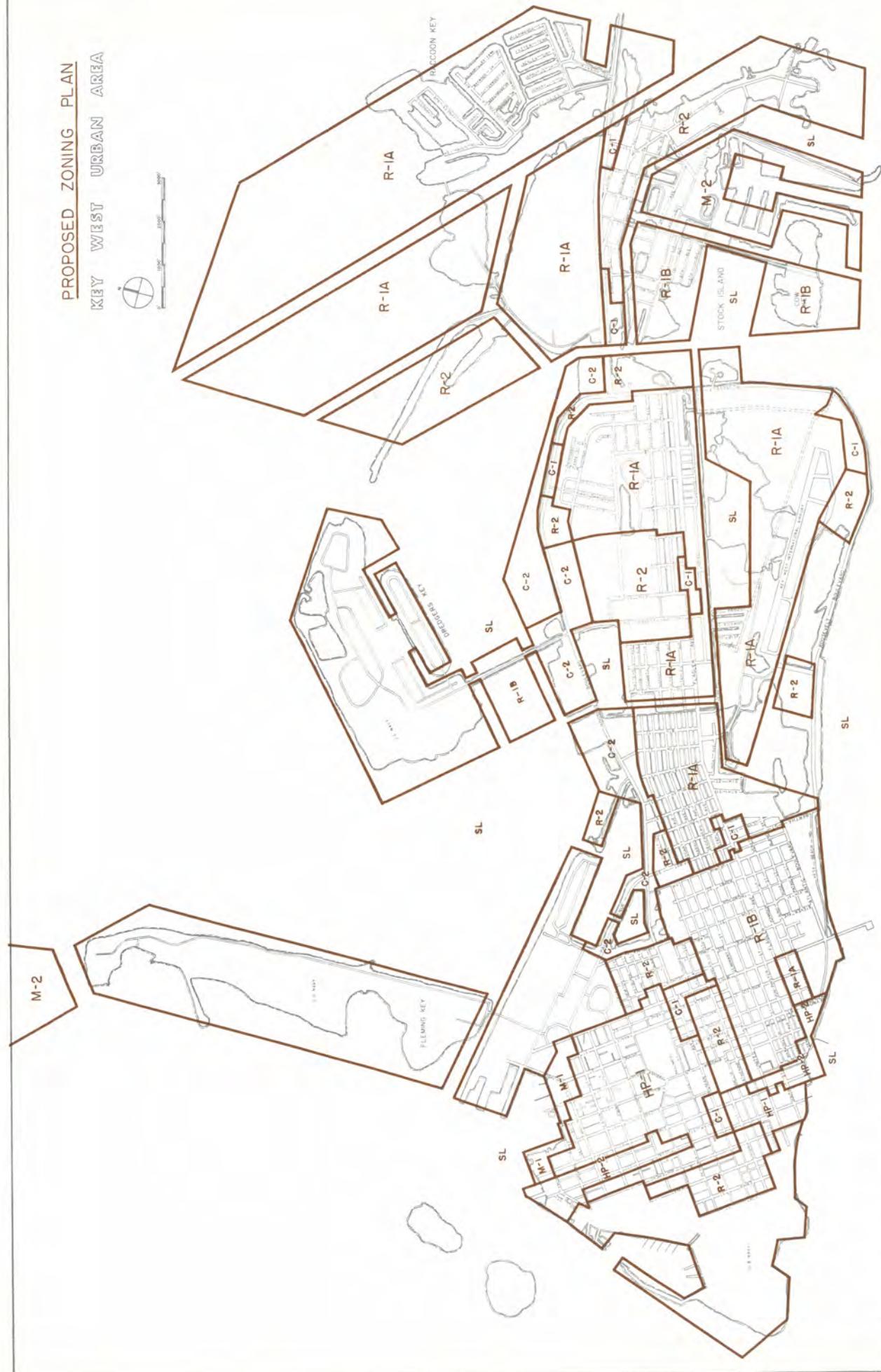
- d. Integral decorative or architectural features of buildings, except letters, trademarks, moving parts, or moving lights;
 - e. Signs directing and guiding traffic and parking or private property, but bearing no advertising matter.
37. Signs, Number and Surface Area - For the purpose of determining number of signs, a sign shall be considered to be a single display surface or display device containing elements organized, related, and composed to form a unit. Where matter is displayed in a random manner without organized relationship of elements, or where there is reasonable doubt about the relationship of elements, each element shall be considered to be a single sign.
- The surface area of a sign shall be computed as including the entire area within a regular geometric form comprising all of the display area of the sign and including all of the elements of the matter displayed. Frames and structural members not bearing advertising matter shall not be included in computation of surface area.
38. Sign, On-Site - A sign relating in its subject matter to the premises on which it is located, or to products, accommodations, services, or activities on the premises. On-site signs do not include signs erected by the outdoor advertising industry in the conduct of the outdoor advertising business.
39. Sign, Off-Site - A sign other than on-site sign.
40. Special Exception - A special exception is a use that would not be appropriate generally or without restriction throughout the zoning division or district but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or general welfare. Such uses may be permitted in such zoning district as special exceptions.
41. Story - That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, or any portion of a building used for human occupancy between the top-most floor and the roof. A basement or cellar not used for human occupancy shall not counted as a story.
- a. Half-story: A story under a sloping roof, the finished floor area of which does not exceed one half the floor area of the floor immediately below it; or a basement used for human occupancy, the floor area of that part of the basement so used not to exceed fifty (50) per cent of the floor area of the floor immediately above.

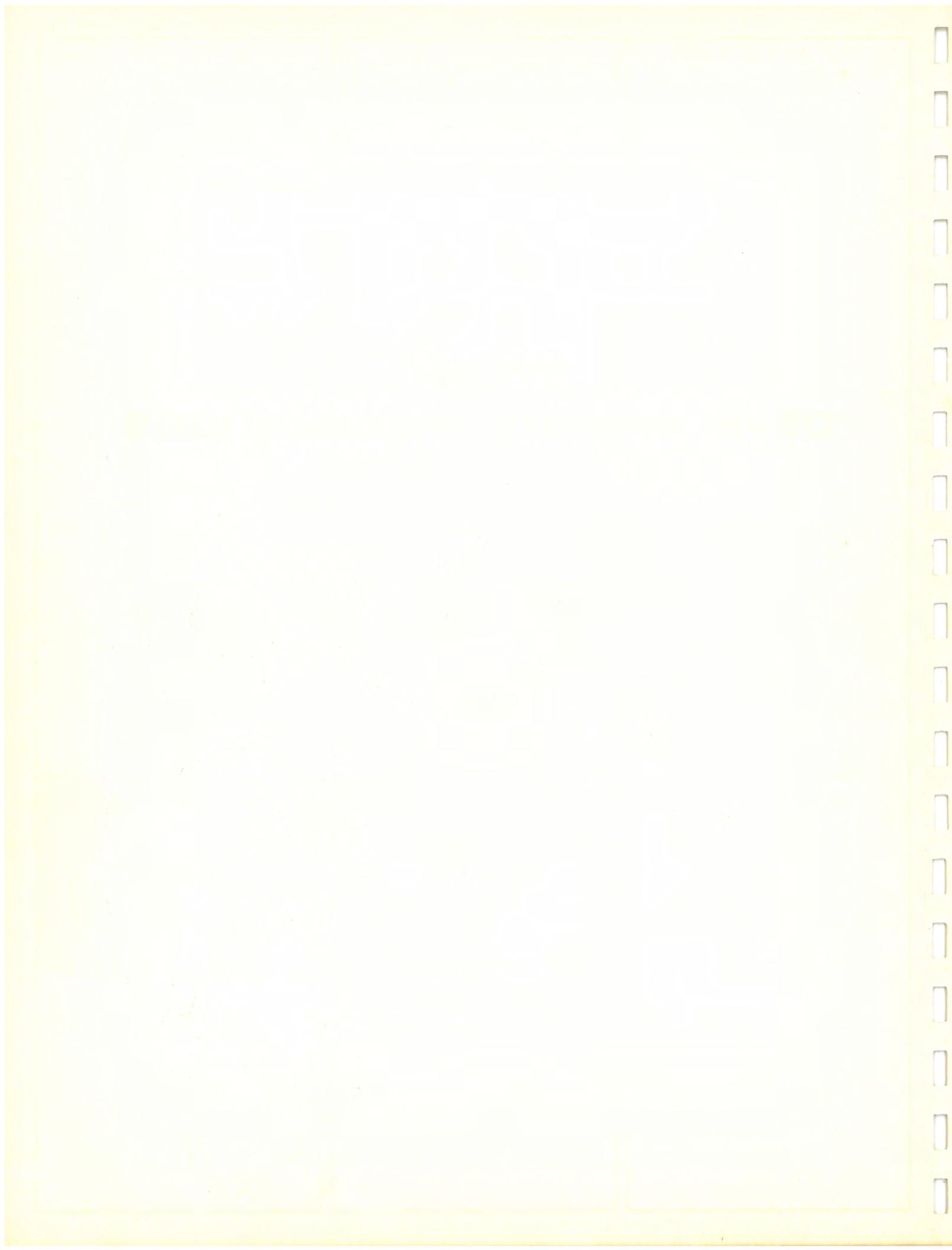
42. Street - In addition to the definition contained in Chapter 1 hereof, a street for the purposes of this section shall be a public or private right-of-way set aside for public travel which is thirty (30) feet or more in width.
- a. Street Right-of-Way Line: The property line which bounds the right-of-way set aside for use as a street. Where sidewalks exist and the exact location of the right-of-way is unknown, the side of the sidewalk farthest from the centerline of the traveled street shall be considered as the right-of-way line.
 - b. Street Centerline: The midpoint between the street right-of-way or the surveyed centerline of the street.
43. Terrace - An unoccupied open space adjacent to the principal building on one or two sides, prepared with a hard, semi-hard, or improved surface, and uncovered, for the purpose of outdoor living.
44. Tourist and Transient Living Accommodations - Any place wherein tourists, transients, travelers, or persons desiring temporary residence may be provided with sleeping, sanitary or cooking facilities.
- a. Motel: A group of tourist accommodation units under one ownership or on one tract of land and designed primarily for access by automobile. Overnight guests may be taken for longer periods than overnight. Eating or cooking facilities shall not be provided within individual units.
 - b. Tourist Court: A group of tourist accommodation units under one ownership or on one tract of land providing facilities for overnight guests or for longer periods of time, and with cooking or eating facilities within the individual units.
 - c. Hotel: A structure for transient or permanent guests, including rooms with or without cooking and complete apartment facilities, but confined within one principal building except for necessary accessory buildings.
45. Townhouse - A one family dwelling unit of a group of three or more such units separated by adjoining fire walls, or fire walls separated by a space of not more than six (6) inches, such walls to extend above the roof line of the unit which it serves and to have no openings therein. Where a separation between fire walls is provided, such separation shall be positively sealed in a manner which provides a substantial, closure of space between units which is permanently watertight and verminproof. Each townhouse unit shall be constructed upon a separate lot and serviced with separate utilities and other facilities and shall otherwise be independent of one another.

46. Total Floor Area or Gross Floor Area - The areas of all floors of a building, including finished attics, finished basements and all covered areas, including porches, sheds, carports, and garages.
47. Travel Trailer or Mobile Camper - A self-powered or non-self-powered vehicle under eight (8) feet in width capable of being towed by an ordinary automobile or by the self-powered vehicle upon which it is constructed, whose primary use is temporary lodging while traveling or camping and is not used for habitation except in designated camp sites while in the corporation limits of Key West. These vehicles are excluded from this ordinance unless used for habitation in locations other than designated camp sites.
48. Used - The word "used" shall include the words "arranged", "designed", and "intended to be used".
49. Vacant - A building or parcel of land which is neither occupied nor used or is in a non-operative state for a period of one year.
50. Variance - A variance is a relaxation of the terms of the zoning ordinance where such variance will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. As used in this ordinance, a variance is authorized only for height, area, and size of structure or size of yards and open spaces; establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of non-conformities in the zoning district or uses in an adjoining zoning district.
51. Yard - An open space on the same lot with a principal building which is unoccupied and unobstructed by buildings from the ground to the sky except as otherwise provided in this section.
- a. Front Yard: The yard extending across the entire width of the lot between the front lot line and the nearest part of a principal building, including covered porches, sheds, carports.
 - b. Side Yard: The yard extending along the side lot line from the front yard to the rear yard and lying between the side lot line and the nearest part of the principal building, including covered porches, sheds, carports, garages, and storage areas.
 - c. Rear Yard: The yard extending across the entire width of the lot between the rear lot line and the nearest part of a principal building, including covered porches, sheds, carports, garages, and storage areas.

PROPOSED ZONING PLAN

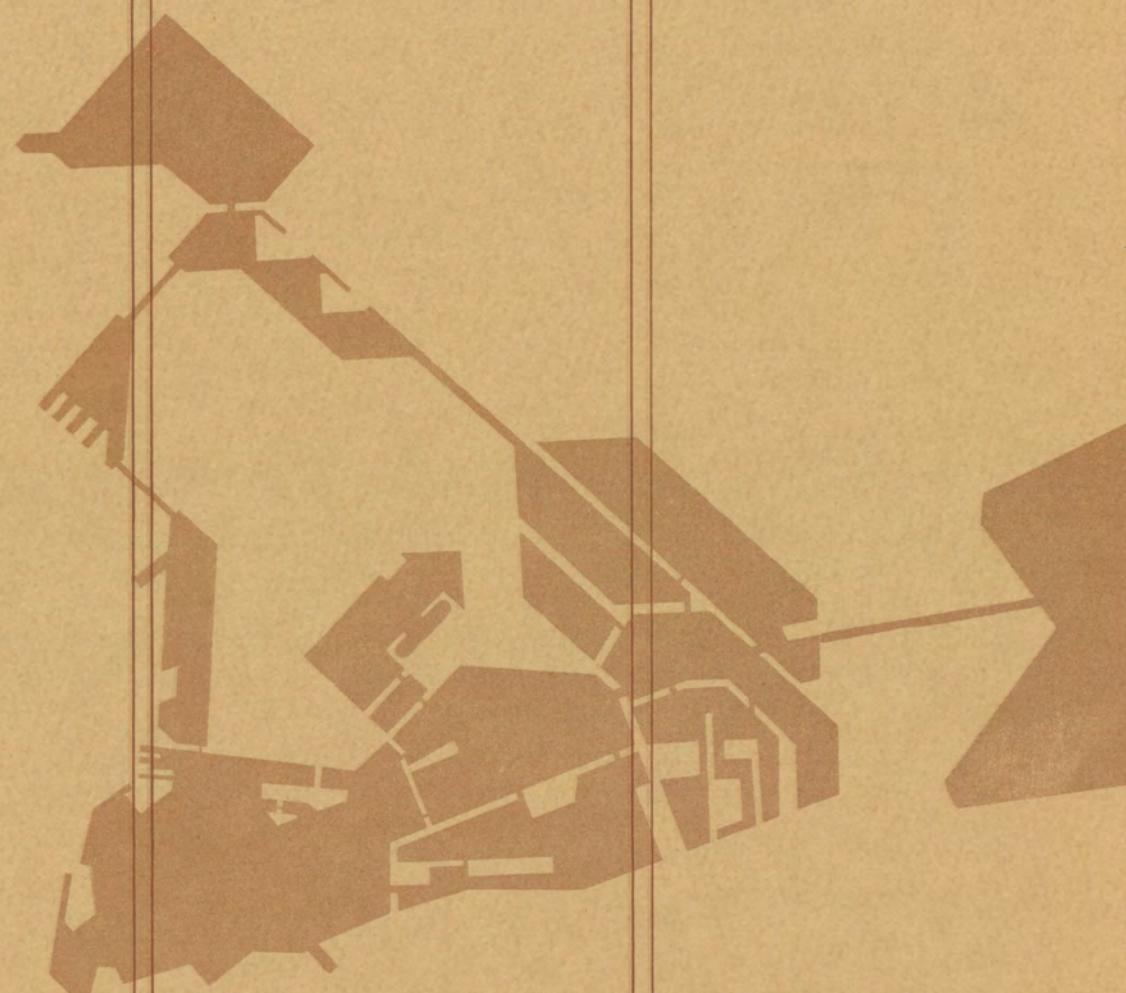
KEY WEST URBAN AREA





SECTION F

**SPECIAL
DEVELOPMENT REGULATIONS**



INTRODUCTION

The urban expansion of the typical continental city occurs into surrounding agricultural lands which have a variety of established man-made patterns such as land ownership, rural highways, surface drainage, utility improvements, etc., superimposed over the natural environment. These patterns serve to help structure and provide a framework for the expansion of urban fringe development. The expansion of the Key West urban area, however, occurs into the shallow waters surrounding the islands and thus is not guided by these man-made patterns which typically exist. Because of these factors, the traditional land use controls of zoning and subdivision regulations cannot alone ensure the development of an efficient, safe, and amenable urban pattern in Key West's submerged fringe areas.

The growth of the City of Key West in the past has proceeded without the benefit of a firm and continuing locally determined land use policy. At present the only constraints on urban growth into submerged areas are those imposed by the Corps of Engineers which prevents obstructions to navigation and by the Internal Improvement Board which sets a limit on expansion by establishing a "sell line". This existing lack of local land use policy has resulted in ad hoc submerged land development decisions by government agencies with little concern for local objectives. The purpose of these proposed regulations then, is to provide the City with the necessary submerged land use control tools with which to achieve the objectives of the City's development plan.

Methodology

In the sections that follow, the existing federal, state, and local statutes and ordinances controlling fill operations in the Key West area will be identified and the land use control regulations necessary to supplement these provisions will be proposed. These regulations include recommended methods for establishing a bulkhead line, a preliminary proposed waterway plan, and recommended amendments to the City's zoning and subdivision regulations.

REVIEW OF EXISTING SUBMERGED LAND DEVELOPMENT REGULATIONS

The following regulations of various federal, state, and local governmental agencies are applicable to the development of submerged lands within the Key West region.

Federal Regulations

The Rivers and Harbors Act of 1899 regulates the scope of federal control of local waters in the vicinity of Key West. The Department of the Army, through the Jacksonville District of the Corps of Engineers, is charged with the responsibility of constructing congressionally authorized navigation projects (congressional approval is not required for projects under \$500,000) as well as the maintenance and protection of navigation and navigable waters in the United States.

To carry out this responsibility in the Key West area, the Corps has undertaken several channel, terminal, and beach improvement projects which they continue to maintain. In addition to ensuring the protection of the public rights to navigation in the waterways surrounding the islands, the Corps has established harbor lines and permit requirements which apply to all improvements in and adjacent to navigable waters.

Although the design specifications of the Corps are not specifically defined, the following guidelines are used by the Jacksonville office in reviewing fill and other waterway improvements:

1. Fills or other structures shall have a minimum 80 foot setback from the adjacent bottom edge of channels.
2. Bridges over the Intracoastal Waterway channels shall have a minimum vertical clearance at high tide of 65 feet and a minimum lateral clearance between supports of 90 feet. Bridge structures for lesser channels shall be governed by those existing in the area or what is judged to be a minimum to meet the needs of navigation.
3. Cables or power transmission lines shall be buried a minimum of 6 feet below project depth of 25 feet of the channel edge or have a minimum vertical clearance over channels in accordance with the following schedule:*

<u>Voltage</u>	<u>Clearance (feet) above Maximum High Water</u>
115	20
138	22
161	24
230	26
345	30
500	35

*United States Corps of Engineers standards obtained from an interview with staff of Jacksonville officials and the following publication, "Permits for Work in Navigable Waters," 1962 and Bridge Supplement, 1963.

The bulkhead lines which have been established by the Corps of Engineers in Key West Harbor are shown in the following diagram.

State Regulations

What is popularly referred to as the State Bulkhead Act of 1957 conferred title of all sovereignty lands to the Trustees of the Internal Improvement Fund and charged them with the responsibility of managing and developing this land recourse for the public good. Its most important contribution for ensuring proper regulation of these lands is the procedures it prescribes for the use and development of sovereignty tidal lands. Monroe County, however, is excluded from important sectors of the law (see Appendix for Section 253.0013 which excludes Monroe County from the Act and Section 253.122 to 128 which are the provisions from which the County is excluded).

In spite of the exclusion of the area from several important Sections of the Act, it nevertheless exerts considerable influence on fill activities in the Key West area. Since title to all submerged lands is vested in the Internal Improvement Fund, upland owners must make application to the Trustees to buy the land and since the Trustees make the decision of what lands are to be sold, they indirectly establish a bulkhead line by setting a so-called "sell line". However, this ad hoc method of controlling expansion of the Key West urban area cannot ensure that public land use objectives will be achieved and consequently it is recommended that paragraph three of Section 253.0013 be amended to include the Key West area within all sections of the Act.

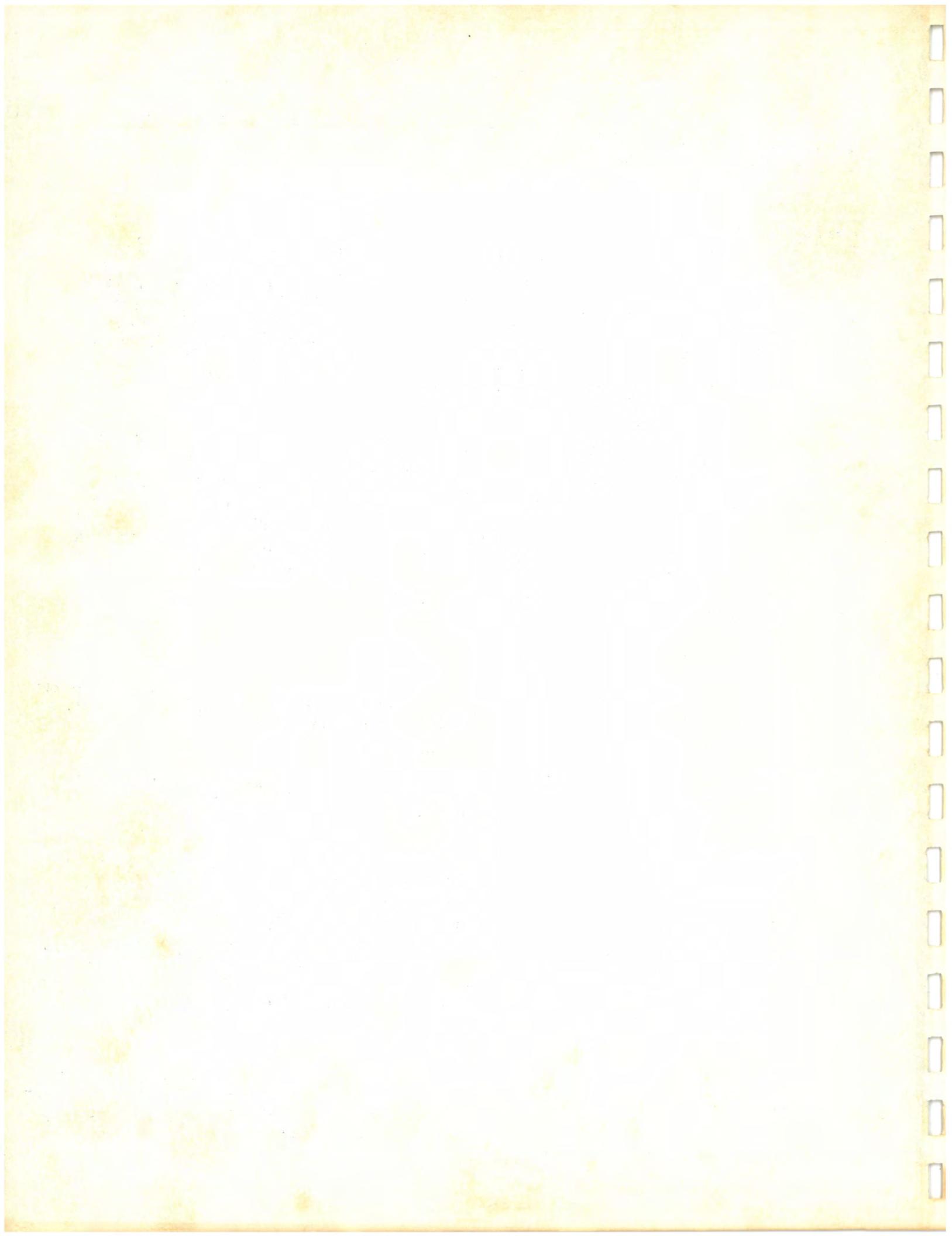
Local Ordinances

The Zoning Ordinance of the City of Key West provides that fill developments of over one-quarter acre in size, shall receive approval of the Building Inspector and pay a fee of \$5.00 per \$1,000 of the cost of fill operations. (See Appendix for Section 32-18)

The City of Key West has established bulkhead lines in Garrison Bight which are illustrated together with the federally established bulkhead lines in Key West Harbor on Diagram 11.

Bulkhead Lines - The establishment of a bulkhead line is a useful tool for controlling urban expansion in fill areas. Bay fills, however, raise many issues such as the extent of riparian rights of an upland owner, interests of neighboring property owners such as their riparian rights, view, channels, tides, traffic generation, and other land use impacts and finally the interests of the public which include navigation, affect on tidal currents and flow, protection of fishing grounds, water resources, public access, etc.* A bulkhead line then must be carefully drawn to reflect the proper balance between the private interests of the riparian upland owners, the interests of the

* Bulkhead data was obtained from the following sources: (a) University of Florida Bay Fills and Bulkhead Lines, 1969; (b) Hillsborough County Port Authority, "Rules and Regulations Concerning the Filling of Submerged Lands"; (c) Milo Smith + Associates, establishment of a bulkhead line for the Hillsborough County Port Authority.

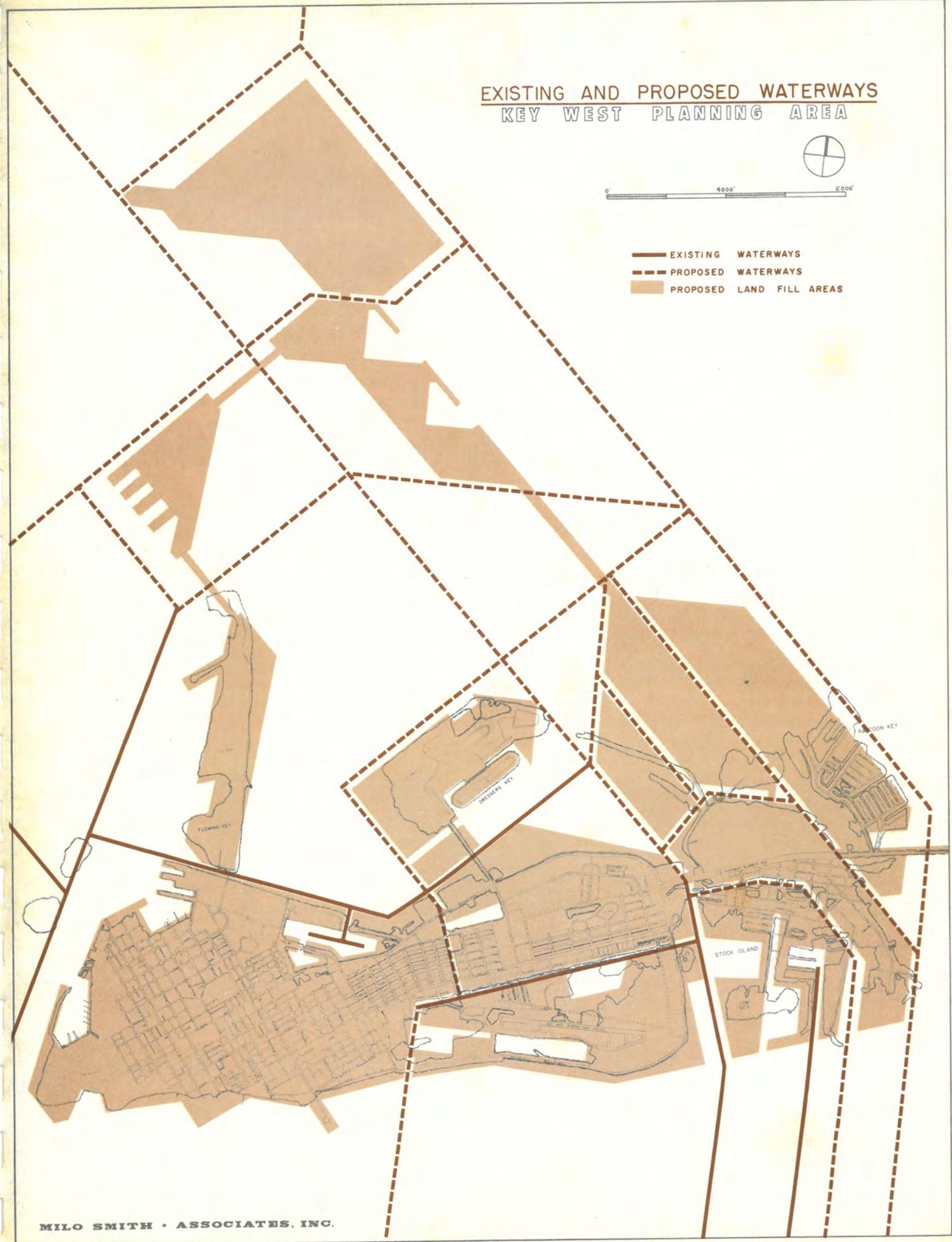


EXISTING AND PROPOSED WATERWAYS
KEY WEST PLANNING AREA



0' 4000' 8000'

- EXISTING WATERWAYS
- - - PROPOSED WATERWAYS
- PROPOSED LAND FILL AREAS

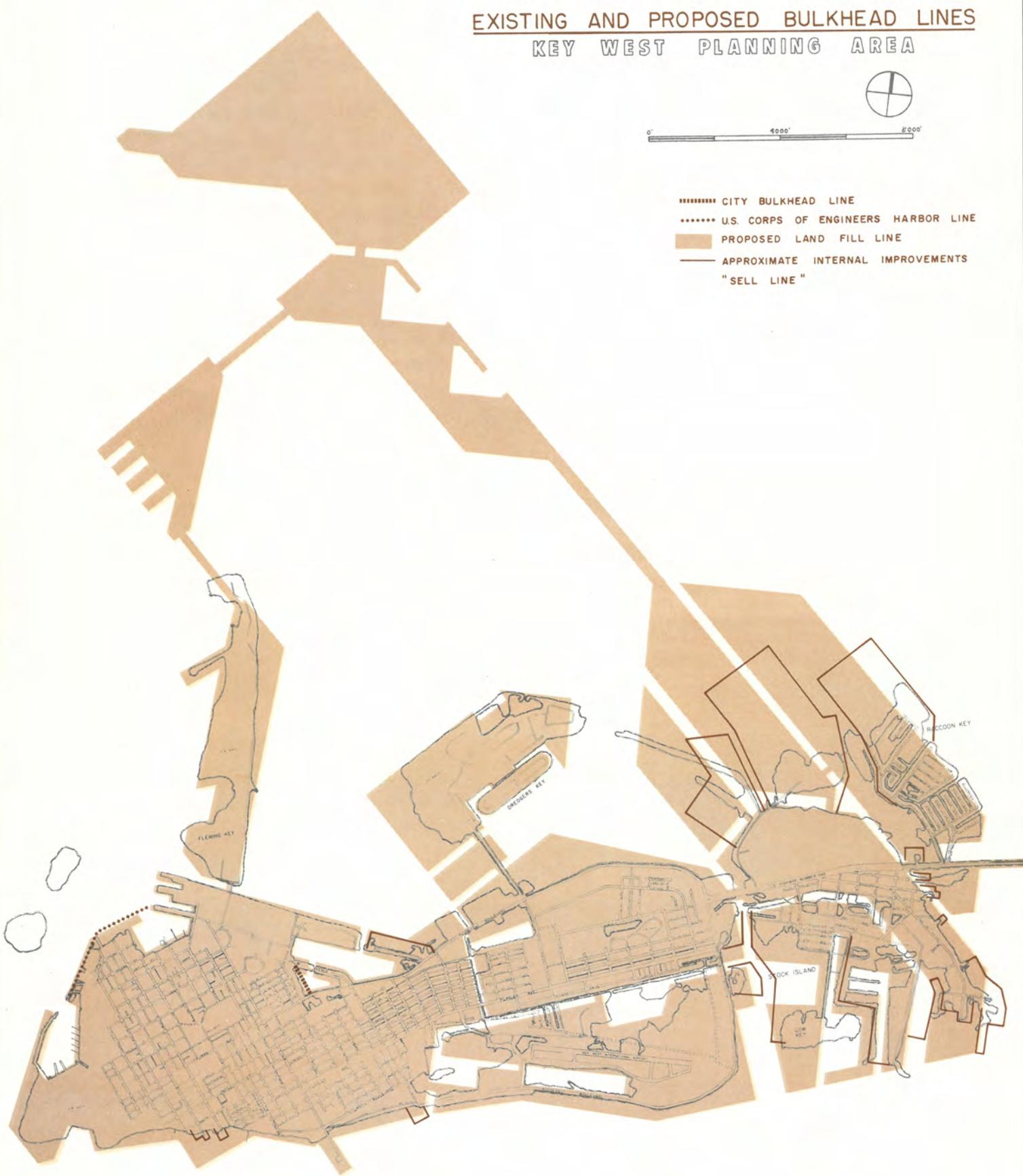


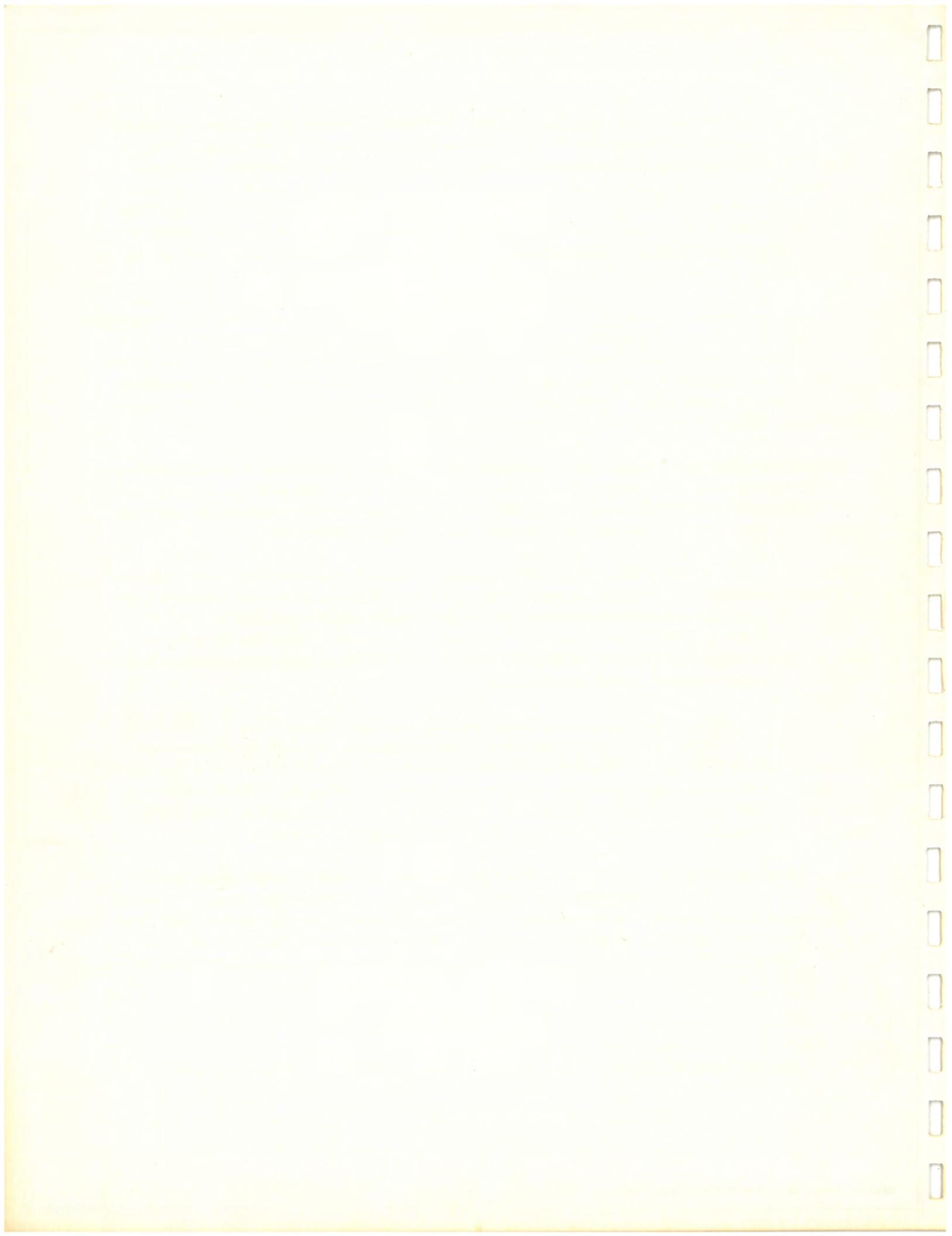
EXISTING AND PROPOSED BULKHEAD LINES
KEY WEST PLANNING AREA



0' 4000' 8000'

- CITY BULKHEAD LINE
- U.S. CORPS OF ENGINEERS HARBOR LINE
- PROPOSED LAND FILL LINE
- APPROXIMATE INTERNAL IMPROVEMENTS
- "SELL LINE"





adjacent property owners, and the public interests inalienably placed in the sovereign waters and water bottoms of the area of the state within the Key West area. It can be seen that because of the complexity of the issues involved in establishing a bulkhead line its alignment must be determined through the local political process. It is recommended that the procedure outlined in Section 253.122 of the 1957 Florida Bulkhead Act (see Appendix) be adopted by the City to establish a bulkhead line at the earliest possible time. In the interim, before this bulkhead line is established, it is recommended that the bulkhead line be established at the location shown on Illustration 11.

Waterway Plan - The most pronounced characteristics of the City of Key West is its proximity to water; consequently, waterborne transportation is as important as various types of movement on land. Due to this fact a plan for the area's waterways is a necessary adjunct to a plan for thoroughfares to ensure that an integrated system of water and land transportation channels is developed which will support the City's desired land use configuration.

The guarantee of access to open water, however, is not the only objective to be achieved by the plan for the area's waterways. Elimination of debris pockets, amelioration of storm tides, and the establishment of a framework to guide the City's urban expansion are also objectives that can be facilitated by delineation of a continuous system of waterways.

Although the City is concerned with the orientation and assurance of adequate water circulation in canals, their delineation is appropriately the function of the developer, not the City. The focus of concern is the preservation of the major thoroughfares for waterborne traffic within the planning area. These waterborne movement channels will later be coordinated with a proposed thoroughfare plan to provide the City with an integrated transportation framework to adequately support future urbanization.

The existing waterway system was identified in the Physiographic Study of the Key West area.* These channels, which require protection from future urbanization include three east-west waterways (Hawk Channel to the south and Inner and Outer Big Spanish Channels to the north) and twelve north-south approaches from deep water (Mainship, NW, SE, SW, W Calda, Barque Channel, Key West Harbor to Garrison Bight, Key West Harbor to Key West Bight, Man of War Harbor to Key West Bight, Cow Key, and Boca Chica Channel).

The proposed waterway plan conforms to these existing channels and in addition designates the general orientation and alignments of additional waterways that will be required to ensure adequate water circulation and waterborne traffic access to deep water as the Key West land area expands into the surrounding land fill areas. The approximate configuration of these existing and proposed waterways are shown on the proposed waterway plan which accompanies this report.

*Physiographic and Hydrographic Characteristics of the Key West Planning Area, Section B-3.

Submerged Land Zoning Regulations - The City's existing Zoning Ordinance is a land use control tool which can be modified to provide an additional means to achieve the City's desired land use pattern in submerged or marginal lands.

After the City's desired land use configuration is determined and growth areas are delineated these areas should be immediately annexed into the City and submerged land zoning regulations should be applied. The provision of this new zoning district is to ensure adequate control of submerged land urbanization to preclude the possibility of premature subdivision and development of these public lands until such time the land is rezoned and developed in accordance with the City's fill specifications and the objectives of the Key West development plan. The text of the proposed submerged land use district is identified in the Zoning Ordinance.

Submerged Land Subdivision Regulations

Procedure for the Development of Land - The following procedures and submission requirements are recommended for adoption to replace the provisions of Section 32-18 of the City's Zoning Ordinance and Sections 27A-5, 4 and 9 of the City's Subdivision Ordinance. The purpose of this subdivision plat review procedure is to ensure that the subdivision ordinance will function effectively to achieve Key West's land use objectives.

Pre-Application Review - Prior to filing an application for conditional approval of the preliminary plat the subdivider shall consult with local public officials, trustees of the State of Florida's Internal Improvement Fund, regional office of the United States Army Corps of Engineers, public utility companies and sources of equity and mortgage financing in order to obtain a maximum degree of awareness of the development objectives of the City of Key West.

1. Submission Requirements - Although this step does not require formal application, fee, or submission of any plat, the following information and data will be submitted to the Planning Board through the City Manager at least seven (7) days prior to the meeting at which it is to be considered:

- a. General Subdivision Information: Shall include the following:

- (1) Data on the existing site conditions, such as existing covenants, physiographic and hydrographic characteristics, available community facilities and public utilities.
 - (2) Description of the proposed development, including the proposed number of lots, average lot width and depth, price range, facilities, street drainage and fill improvements.

- b. Location Map: Shall be provided by the City to the developer at cost. The map shall be a copy of the community's future land use plan which shall be altered by said subdivider to show the relationship of the proposed subdivision to existing or proposed community facilities which will serve or influence it.

- c. Sketch Plan: On a topographic survey, shall show in simple sketch form the proposed patterns of streets, waterways, fill, lots, and storm drainage in relation to the existing conditions of the site and its surroundings.
2. Review Procedure - Within fifteen (15) days of its next scheduled meeting, the Planning Board shall inform the developer that the plans and data as submitted or as modified do or do not meet the objectives of these regulations. When the Planning Board finds that the plans and data do not meet the provisions herein specified, it shall informally negotiate with the developer on changes deemed advisable to achieve the objectives of this ordinance.

Preliminary Plat Conditional Approval

1. Submission Requirements - On reaching informal conclusions set out in the previous step regarding his general program and objectives, the developer shall submit the following information and data to the Planning Board through the City Manager at least seven (7) days prior to the meeting of the Planning Board in which it is to be considered:
 - a. Topographic Data: Required as a basis for the preliminary plat, shall include existing conditions as follows except when otherwise specified by the Planning Board:
 - (1) Boundary lines: bearings and distances.
 - (2) Easements: location, width, and purpose.
 - (3) Streets on and adjacent to the tract: name and right-of-way width and location; type, width and elevation of surfacing; any legally established centerline elevations; walks, curbs, gutters, culverts, etc.
 - (4) Utilities on and adjacent to the tract: location, size, and invert elevation of sanitary, storm, and combined sewers; location and size of water mains; location of gas lines, fire hydrants, electric and telephone poles, and street lights; if water mains and sewers are not on or adjacent to the tract, indicate the direction and distance to, and size of nearest ones, showing invert elevation of sewers.
 - (5) Ground elevations on the tract, based on mean sea level for land that slopes less than approximately 2 per cent show spot elevations at all breaks in grade, along all drainage channels or swales, and at selected points not more than 100 feet apart in all directions; for land that slopes more than approximately 2 per cent either show contours with an interval of not more than 5 feet if ground slope is regular and such information is sufficient for planning purposes, or show contours with an interval of not more than 2 feet if necessary because of irregular land or need for more detailed data for preparing plans and construction drawings.

- (6) Sub-surface conditions on the tract, if required by the Planning Board: location, date, and results of tests made to ascertain sub-surface soil, rock and ground water conditions; depth to ground water unless test pits are dry at a depth of 5 feet; location and results of soil percolation tests if individual sewage disposal systems are proposed.
- (7) Other conditions on the tract: waterways or canals, marshes, rock outcrop, wooded area, isolated preservable trees one foot or more in diameter, structures and other significant features.
- (8) Other conditions on adjacent land: riparian lines of adjacent property owners, bulkhead lines, existing navigation channels, approximate direction and gradient of ground slope, including any embankments or sea walls; character and location of buildings, railroads, power lines, towers, and other nearby non-residential land uses or adverse influences; owners of adjacent unplatte~~d~~ land; for adjacent platted land refer to subdivision plat by name, recordation date, and number, and show approximate per cent build-up, typical lot size, and dwelling type.
- (9) Photographs, if required by the Planning Board; camera locations, directions of views and key numbers.
- (10) Zoning on and adjacent to the tract.
- (11) Proposed public improvements: highways, waterways, or other major improvements planned by public authorities for future construction on or near the tract.
- (12) Key plan showing location of the tract.
- (13) Title and certificates: present tract designation according to official records in office of appropriate recorder; title under which proposed subdivision is to be recorded, with names and addresses of owners, notation stating acreage, scale, north arrow, datum, benchmarks, certification of registered civil engineer or surveyor, date of survey.

b. Preliminary Plat: The developer shall submit three (3) copies of the preliminary plat drawn to a scale of two hundred (200) feet to one (1) inch or larger (preferred scale of 50 feet to one inch). It shall show all existing conditions required above in B-1, and shall show all proposals including the following:

- (1) Streets: names; right-of-way and roadway widths; approximate grades and gradients; similar data for alleys, if any.
- (2) Other rights-of-way or easements: location, width, and purpose.
- (3) Location of utilities: if not shown on other exhibits.
- (4) Lot lines, lot numbers, and block numbers.
- (5) Sites, if any, to be reserved or dedicated for parks, playgrounds, or other public uses.
- (6) Sites, if any, for multi-family dwellings, shopping centers, churches, industry or other non-public uses exclusive of single family dwellings.

- (7) Site data, including number of residential lots, typical lot size, and acres in parks.
 - (8) Fill data, including height of filled areas above mean sea level, sea wall location.
 - (9) Waterway and canal width, length, and depth below mean sea level.
 - (10) Title, scale, north arrow, and date.
- c. Protective Covenants: Should the developer propose to regulate the land use in the subdivision and otherwise protect the development through the use of protective covenants, a copy of the draft of said protective covenants must be submitted to the Planning Board for its approval.
- d. Payment to the City of filing fee of twenty-five (\$25.00) dollars per lot.
2. Preliminary Plat Processing Procedure – Upon receipt of the above listed material from the City Manager, the Planning Board will process the preliminary plat as follows:
- a. The Planning Board shall review the developer's preliminary plat and other required data, as it relates to the community's comprehensive plan, and the design standards required by this ordinance. And, after consultation with the City Manager, the City Building Inspector, and the Chief of the Fire Department, the Planning Board shall negotiate with the developer on changes deemed advisable and on the kind and extent of improvements to be made by him, and shall within thirty (30) days make a recommendation to approve, disapprove, or modify the proposal.
- The Planning Board's modifications shall be referenced and attached to the three copies of the preliminary plat and transmitted to the City Manager together with a statement of the conditions for preliminary approval, if any, or if disapproved, an expression of the reasons therefor.
- b. The City Manager shall then submit the revised developer's proposal together with the Planning Board's recommendations to the City Council for their review and conditional approval or further modifications.
 - c. The City Manager shall, within thirty (30) days of the initial review of the Planning Board, inform the subdivider of the approval, or conditions for approval, of the preliminary plat, and return one copy of the plat to the developer, one copy to the Planning Board and retain one copy for the City Manager.
 - d. If the development requires filling of land or excavation of land, the developer shall at the time of approval of the preliminary plat obtain a license to fill from the City Manager. The developer shall pay to the City of Key West, Florida, the sum of five (\$5.00) dollars for each one thousand (\$1,000) dollars or fraction thereof, for the cost of fill or excavation.

- e. Conditional approval of a preliminary plat shall not constitute approval of the final plat, but rather shall be deemed an expression of approval of the layout submitted on the preliminary plat and as a guide to the preparation of the final plat.

Approval of the Final Plat

1. Submission Requirements – The final plat shall conform substantially to the preliminary plat as approved, and if desired by the developer, it may constitute only that portion of the approved preliminary plat which he proposes to record and develop at the time, provided however that such portion conforms to all requirements of this ordinance.

Application for approval of the final plat shall be submitted within six (6) months of approval of the preliminary plat unless an extension has been requested and approved by the Planning Board. The following information and data will be submitted to the Planning Board, through the City Manager at least seven (7) days prior to the meeting at which it is to be considered.

- a. Final Plat: The final plat, consisting of an original and four copies, shall be drawn in India ink on tracing cloth on sheets twenty-four (24) inches wide by thirty (30) inches long, and shall be at a scale of two hundred (200) feet to one (1) inch or larger. A scale of fifty (50) feet to one (1) inch is preferred. Where necessary the plat may be on several sheets accompanied by an index sheet showing the entire subdivision. For large subdivisions the final plat may be submitted for approval progressively in contiguous sections satisfactory to the Planning Board. The final plat shall show the following:

- (1) Primary control points, approved by the City Engineer, or descriptions or "ties" to such control points, to which all dimensions, angles, bearings, and similar data on the plat shall be referred.
- (2) Tract boundary lines; right-of-way lines of streets, waterways, easements and other rights-of-way, and property lines of residential lots and other sites; with accurate dimensions, bearings or deflection angles, and radii, arcs, and central angles of all curves.
- (3) Name and right-of-way width of each street or other right-of-way.
- (4) Location and width of each drainage right-of-way, with the volume of all drainage entering or leaving the subdivision shown in enough detail so that the drainage calculations may be checked without having to consult other sources. The final point of discharge of drainage leaving the subdivision and the volume and details of the point of discharge into a receiving body, shall be shown together with all calculations.
- (5) If the development requires the filling or dredging of land, excavation and fill shall be completed to City standards.

- (6) Gutter elevations at the p.c. and p.t., at all intersections.
- (7) Location, dimensions, and purpose of any easements.
- (8) Number and identify each lot or site.
- (9) Purpose for which sites other than residential lots are dedicated or reserved.
- (10) Minimum building setback line on all lots and other sites.
- (11) Location and description of all monuments.
- (12) Names of record owners of adjoining unplatted land.
- (13) Reference to recorded subdivision plats of adjoining platted land by record name, date, and number.
- (14) Title, scale, north arrow, and date.
- (15) Forms for final certification as follows:
 - (a) A notarized certification of ownership and dedication properly completed and signed. The certification shall include the signatures of all lien holders, thereby consenting to the platting and dedication. If the owner or lien holder consists of a corporation, the signature of the president or other responsible officer, and the secretary, shall be required, together with the corporate seal. If necessary, the consent of the lien holders may be provided as a certified document of "consent of plat" that is acceptable to the City and Clerk of Circuit Court of Monroe County.
 - (b) A Registered Surveyor's Certificate properly completed and signed.
 - (c) A form for the endorsement of the Planning Board similar to the following.

"Approved by the Planning Board of the City of Key West, Monroe County, Florida, this _____ day of _____, A.D., 19_____.

Chairman"

- (d) A form for the endorsement of the City Commission similar to the following:

"Approved by the City Commission of the City of Key West, Monroe County, Florida, this _____ day of _____, A.D., 19_____.

Mayor"

- (e) A form for the endorsement of the City Manager which shall contain a provision that the approval of the City Manager is conditioned upon the plat being filed in the office of the Clerk of the Circuit Court of Monroe County, Florida within six (6) months from the date of his approval. The form shall be similar to the following:

"Approved for the City of Key West, Florida, this _____ day of _____, A.D., 19____; provided that the plat is filed in the office of the Circuit Court of Monroe County, Florida, within six (6) months from the date of this approval.

City Manager"

- b. Cross-Sections and Profiles: Cross-sections and profiles showing existing and proposed centerline of streets, water lines, sanitary sewers, storm sewers, and other existing utilities shall be shown at a scale of fifty (50) feet to one (1) inch horizontal scale. Grades shall be shown in per cent and be based on a datum plane approved by the City Manager.
- c. Drainage Plan: All drainage material entering or leaving the subdivision must be shown on a plan with enough detail so that the drainage may be checked out without having to consult other plans than those submitted. Drainage leaving the subdivision shall be shown to a final point of discharge into a receiving body of such size as not to warrant further calculations or detail. All off-street drainage shall be within platted easements of rights-of-way. Calculations shall be submitted with the plans.
- d. Public Sites and Open Space: Where a proposed park, playground, school, or other public use shown in the community's land use plan is located in whole or in part in a subdivision, the planning commission shall require dedication or reservation of such area within the subdivision. In location without designated public open space the subdivider shall pay a fee of five (\$5.00) dollars for each lot in the final plat. Dedication or payment shall be at the discretion of the Planning Board. Such fee shall be paid at the time of presentation of the final plat to the City Council for its approval. The Council shall not act upon such final plat until such time as the above required fee is paid. All monies collected under this section shall be placed in a special trust fund to be used solely for the purpose of improving the recreational facilities of the City.
- e. Street Signs and Standards: The subdivider shall deposit with the City Manager sufficient monies to pay for the full cost of the purchase and erection of street signs and standards at all intersections within the subdivision. It shall be the duty of the City Manager to determine the amount of money necessary to purchase and erect said street signs and standards. The City shall assume the responsibility of such purchase and erection once said monies are deposited with the City.

2. Final Plat Processing Procedure - Upon receipt of the above listed materials from the City Manager, the Planning Board will process the final plat as follows:
- The Planning Board shall submit the three (3) copies of the final plat to the City Building Inspector, the Chief of the Fire Department and the City Engineer for their review and approval.
- After all three (3) copies of the final plat are returned to the Planning Board and it is determined that the plans and specifications conform to the City's subdivision requirements and comprehensive plan and the subdivider's proposed method of guaranteeing installations of improvements is acknowledged, the Chairman of the Planning Board shall, within ten (10) days after the final plat has been submitted to the Planning Board, sign the original linen tracing and transmit the original and four copies to the City Commission for approval.
- The final plat is reviewed and approved by the City Commission and the Mayor shall sign the original linen tracing and transmit the original and four copies to the City Manager.
 - The City Manager executes a guarantee of installation of improvements with the subdivider and then shall grant final approval of the final plat by signing the original linen tracing and return the final plat to the subdivider for filing with the Clerk of Circuit Court of Monroe County.
- Acceptance by the City
- Submission Requirements - To obtain acceptance of the subdivision by the City, the subdivider shall, at the completion of all construction, submit to the City Manager, the original and four copies of the plans titled "As Built Storm Drainage, Structure, Water and Sewer". These shall show all data required for the final plat and, in addition, be certified as correct by the engineer responsible for the design of the subdivision.
 - Approval Procedure - After receipt of the "as built plan", the City Manager will process the "as built plan" as follows:
 - The City Manager shall submit the copies of the plan to the City Building Inspector and the Chief of the Fire Department for their approval subject to a one year guarantee period, by the subdivider, an all improvements accepted by the City for maintenance and responsibility.
 - After approval by the above listed officials, the City Manager will certify that the subdivider has complied with either of the following:
 - All street and drainage improvements have been installed in accord with the requirements of this title and the requirements of the City Council; or,
 - A bond or certified check has been posted, with the City Clerk, in the amount of 110% of the City Engineer's estimate to assure such completion of all street and drainage improvements.

- c. After this certification, the City Manager shall make final acceptance of the subdivision for the City and authorize utilization of utilities, issuance of building permits, and Certificates of Occupancy.

Submerged Land Development Standards

The following minimum design and construction standards are recommended as an amendment to the subdivision ordinance of the City of Key West to ensure adequate control of land fill developments.*

- 1. Channels - The general delineation of waterways and canals on the City waterway plan is to provide a means of establishing a framework for future submerged land development and to ensure adequate channels for waterborne access to deep water.
 - a. Waterways, whose function is to provide arterial waterborne circulation, which are shown on the approved waterway plan as bordering or crossing the site shall be provided in the location shown. Waterways not shown on approved plan shall provide for continuation of existing waterways and shall be formed to achieve the objectives of the City's development plan.
 - (1) Width of waterways shall be a minimum of 200 feet measured from front of seawall.
 - (2) Depth of waterways shall be a minimum of 8 feet below mean sea level for a continuous bottom width of at least 200 feet on the centerline of the waterway. A minimum depth of 2 feet shall be required at the bulkheads of adjacent development waterway bottoms shall have a maximum slope of 1 : 5.
 - (3) Marking of waterways shall be in accordance with United States Coast Guard regulations for inland waters.
 - (4) Bridge clearances shall be a minimum of 35 feet above mean higher water; lateral clearance between obstructions shall be a minimum of 35 feet.
 - (5) Waterways shall be dedicated to the City except that any portion within two (2) feet of any seawall line. However, maintenance of such waterways shall be the responsibility of the abutting property owners, except where such waterways are an integral part of the City storm drainage system.
 - (6) Boathouses, docks shall not be allowed to project beyond the front of the seawall in waterways.
 - b. Canals, whose function is to provide water access to abutting properties shall be arranged to discourage their use through waterborne traffic and to eliminate dead water and debris pockets.

*Design Standards were obtained from the following sources: (a) University of Florida "Bay Fills and Bulkhead Lines", 1959, Department of Engineering; (b) Brevard County Planning Department, City of Cocoa Beach Land Development Plan, 1965; (c) City of St. Petersburg, Florida, Subdivision Ordinance, 1964; (d) "Proceeding First Florida Seminar on Bay Fills and Bulkhead Lines", 1959; (e) FHA Minimum Standards for Land Development with Controlled Earthwork (79G), 1965.

- (1) Width of canals shall be a minimum of 100 feet, measured from front of seawall to front of seawall. The projection of boathouses and docks shall be restricted in plat covenants determined by the developer. However, this projection on each side of the canal shall be added to the minimum width of channel.
- (2) Depth of canals shall be a minimum of 8 feet below mean sea level for a continuous bottom width of at least 20 feet on the centerline of the waterway. A minimum depth of 2 feet shall be required at the bulkheads of adjacent development. Waterway bottoms shall have a maximum slope of 1:5.
- (3) Adjoining street names shall be indicated on the bulkhead at the intersections of waterways and canals.
- (4) Bridge clearances shall be a minimum of 35 feet above mean high water; lateral clearances between obstructions shall be a minimum of 25 feet.
- (5) Dead end canals longer than twice their width shall be prohibited.
- (6) Canals shall be dedicated to the City except that any portion within two (2) feet of any seawall line. However, maintenance of such waterways shall be the responsibility of the abutting property owners, except where such waterway is an integral part of the City storm drainage system.

2. Land Development

- a. Elimination of land fill areas shall be a minimum of 8 feet above mean sea level.
- b. Removal of over burdened or organic material from the existing surface prior to filling may be required by the Planning Board. Factors affecting the decision for removal include: depth and quality of undesirable overburden, depth of fill to be placed above overburden, and proposed use of the area to be filled.
- c. Fill materials -
 - (1) Non-hydraulic fills - fill material shall be free of debris or other detrimental material, and shall have a reasonable moisture content when placed. All fill shall be compacted to a density which will avoid damaging settlement to drainage structures, underground utilities, walks, driveways, lawns, structures, or other site improvements.

Fills shall be placed in successive layers, not exceeding twelve (12) inches in compacted thickness, and each layer shall be adequately and uniformly compacted. The finished fill shall be capable of withstanding a pressure of two thousand (2,000) pounds per square foot within the foundation area.
 - (2) Hydraulic fills - hydraulic fills shall be dredged in place with as even a distribution of material placed on the prepared site as it is practical. A reasonable period shall be required to allow for settlement of dredged material to a compacted state. The finished fill, in either case, shall be capable of withstanding a pressure of two thousand (2,000) pounds per square foot under the foundation area.

- d. Pre-stressed concrete bulkheads with poured in place concrete caps, or other approved shore protection, shall be provided in all fill areas.
- e. Spoil areas and the form of removal of fill materials shall be approved by the Planning Board.

APPENDIX

Paragraph 3 of Section 253.0013 of the 1957 State Bulkhead Law, which excludes Monroe County from the substantive sections of the Act follows:

- (3) The provisions of Section 253.122 through 253.128, inclusive, shall not apply to any county in this state having a meandered shore line, including mainland and islands, greater in length than eight hundred and fifty statute miles, and having within its boundaries meandered islands greater in number than two hundred.

The text of Section 122 through 128 of the 1957 State Bulkhead Law follows:

253-122 Power to fix bulkheads -

- (1) Subject to the formal approval of the trustees of the internal improvement trust fund, the board of county commissioners of each county or governing body of any municipality, after public hearing of which at least thirty days prior notice has been given by publication of such hearing for three consecutive weeks in the newspaper having general circulation in the county, are hereby authorized on their own initiative to locate and fix a bulkhead line or lines offshore from any existing lands or islands bordering on or being in the navigable waters of the county, as defined in Section 253.12, within all or part of the territorial area of the county as the board of county commissioners in its discretion may determine, provided however that where any bulkhead line has been located and fixed by any municipality pursuant to statutory authority, such bulkhead line shall be accepted and adopted by the county commissioners of the county wherein such municipality is located as its bulkhead line within the territorial area of such municipality subject to the provisions of this chapter. Any bulkhead line when so fixed or ascertained and established shall represent the line beyond which a further extension creating or filling of land or islands outward into the waters of the county shall be deemed as an interference with the servitude in favor of commerce and navigation with which the navigable waters are inalienably impressed.
- (2) Upon the written application of any riparian owner addressed either to the board of county commissioners or the governing body of any municipality wherein the land lies, the board or governing body is directed to locate and fix a bulkhead line or lines within the area and vicinity of the land owned by such applicant in the event a bulkhead line or lines has not been established by the board pursuant to sub-section (1) above.

- (3) In the event the board of county commissioners and the governing body of any municipality, for a period of sixty days next and after the receipt of the written application by such upland owner, fails, neglects or refuses to locate and fix a bulkhead line or lines pursuant to sub-section (2) above, for the area and in vicinity of the land of any such riparian upland owner, then and in that event such upland riparian owner of land may file his application for the establishment of a bulkhead line or lines with the trustees of the internal improvement trust fund, who are hereby authorized and directed to proceed to locate and fix a bulkhead line or lines within the area or vicinity of the riparian uplands of such owner and when such bulkhead line or lines shall have been located and fixed by the said trustees of the internal improvement trust funds, the same shall have the force and effect as though such line or lines had been located and fixed by the board of county commissioners or governing body of any municipality, to whom such original application had first been made.
- (4) Upon the establishment and approval of any bulkhead line or lines in the manner herein provided for, a drawing showing the location of such bulkhead line or lines shall be promptly filed in the public records of the county where the same may be located and recorded in the book of plats of said county. Upon the establishment of any bulkhead line or lines as herein contemplated, any proposal thereafter made to change said line or lines shall be published once each week for three consecutive weeks in a newspaper of general circulation published in the county where such change in said bulkhead line or lines is proposed, copies of such notice by certified or registered mail shall be sent to each riparian owner of upland lying within one thousand feet of the island or submerged land proposed to be conveyed addressed to such owner as his name and address appears upon the latest county tax assessment roll and the publication of such proposal shall, for all purposes, be deemed to be a public notice of a hearing before the authority initially establishing said bulkhead line or lines and the publication of such proposal shall include therein the time, date and place of such hearing. Any change in such bulkhead line or lines when made and approved shall be evidenced as provided by this chapter.
- (5) Any person, natural or artificial (including riparian owners), aggrieved by any decision of the board of county commissioners or governing body of any municipality or trustees of the internal improvement trust fund establishing a bulkhead line may, within the time provided by the Florida appellate rules, have the decision reviewed by the appropriate circuit court by filing therewith a petition for issuance of a writ of certiorari and it shall be the duty of such board or the trustees, as the case may be, to cause to be prepared and certified, at the cost of appellant, a transcript of all proceedings including the evidence introduced at such hearing, and the court shall hear and determine the cause on the record without indulging any presumption in favor of the decision of such board or the trustees. In event the decision is not sustained the court shall tax the cost of preparing the transcript against the agency making the decision. The right of review hereunder is not exclusive, and any person asserting any rights adversely affected may institute and prosecute any proceeding authorized by law (including without limitation extraordinary remedies and writs) or in equity.

However, any appellant shall not be required to pay more than two hundred dollars for or toward the cost of a transcript that may be desired if an appeal is taken as in this section provided for.

253.123 Restriction of filling land -

No private person, firm, or corporation shall construct islands or add to or extend existing lands or islands bordering on or being in the navigable water of the state as defined in Section 253.12 (1) by pumping sand, rock or earth from such waters or by any other means without first complying with Section 253.122 provided nothing herein contained shall relate artificially created navigable waters. This section shall not apply to lands the owners of which have heretofore purchased or are purchasing under contract from the trustees of internal improvement trust fund and who, on June 11, 1957 have permits issued by the United States Corps of Engineers and approved by the trustees of the internal improvement trust fund to fill said lands.

253.124 Application for filling land -

Any private person, firm, or corporation desiring to construct islands or add to or extend existing lands or islands located in the unincorporated area of any county bordering on or in the navigable waters of the state as defined in Section 253.12, by pumping sand, rock or earth from such water or by any other means, shall make application in writing to the board of county commissioners of the county wherein such construction is designed, for a permit authorizing such person, firm, or corporation to engage in such construction, provided that where it is desired to construct islands or add to or extend existing lands or islands within the territory of any municipality such application for a construction or fill permit shall be made to the governing body of such municipality. In each instance the written application herein provided for shall be accompanied by a plan or drawing showing the proposed construction and shall also show the area from which any fill material is to be dredged if the proposed construction is intended to be created from dredged material. In the event such application be found by the board of county commissioners or other authorized body not to be violative of any statute, zoning law, ordinance, or other restriction which may be applicable thereto, or that no harmful obstruction to or alteration of the natural flow of the navigable water as defined in Section 253.12 within such area will arise from the proposed construction, or that no harmful or increased erosion, shoaling of channels or stagnant areas of water will be created thereby, or that no material injury or monetary damage to adjoining land will accrue therefrom, the same shall be granted to the applicant, subject to the formal approval of the trustees of the internal improvement trust fund. No construction permit shall be issued unless the proposed work is to be completed within two years next after the date of issuance of such permit. Such time may be extended for good cause, upon showing that all due efforts and diligence toward completion of said work have been made. The construction permit hereby provided for may be revoked for a non-compliance with or for a violation of its terms after notice of intention so to do has been furnished to the holder thereof by the board of county commissioners or other authorized body and an opportunity for a hearing afforded the holder. In the event a permit is refused the applicant therefor may have the order refusing the permit reviewed upon filing a petition for the issuance of a writ of certiorari with the appropriate circuit court in the manner and within the time prescribed by the Florida appellate rules.

253.125 Permit; filing fee and cost -

The board of county commissioners or governing body of any municipality shall assess such filing fees and costs as may be necessary for the filing, processing and issuance of such construction permit as provided for herein.

253.126 Exceptions; municipal, state, county or public purpose -

The limitations and restrictions imposed upon the construction of islands or the extension or addition to existing lands or islands bordering on or being in the navigable waters as defined in Section 253.12 shall not apply if such construction or extension is by any state, county, or city or other political subdivision exclusively in a governmental or proprietary capacity for a municipal, county, state or public purpose, of lands of which it is the riparian upland owner consenting to such construction or extension; nor shall the provisions of this law apply to any submerged land heretofore conveyed by deed or statutes to any county, city, public corporate body or other political subdivision of the state.

253.127 Enforcement -

The trustees of the internal improvement trust fund, the board of county commissioners or governing body of any municipality, or any aggrieved person, shall have the power to enforce the provisions of this law by appropriate suit in equity.

253.128 Enforcement; board or agency under special law -

In any county where the legislature by special law or general law with local application has heretofore or hereafter transferred or delegated to any county board or agency other than the board of county commissioners or the governing body of any municipality powers and duties over the establishment of bulkhead line or lines, dredging permits, fill permits, seawall construction or any other powers of a like nature such agency shall have jurisdiction under this law in lieu of the board of county commissioners or the governing body of any municipality as the case may be.

The text of Section 32-18 of the City of Key West's zoning ordinance provisions governing filling operations follows.

Any person causing the filling of land, or excavation of land in subdivisions now in existence or in areas over one-quarter acre in size, shall submit plans for such proposed fill or excavation to the building official, and such plans must be approved by the said building official prior to the actual commencement of operations. That for the cost of inspection of said filling or excavation the applicant shall pay to the City of Key West, Florida, the sum of \$5.00 for each \$1,000.00 or fraction thereof, for the cost of fill or excavation.(Code 1952, Section 8.14, Ord. No. 500 Section 1, 5-2-55, Ord. No. 892, Section 1, 4-15-64.)

The preparation of this report was financed in part through an urban planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the **HOUSING ACT OF 1954**, as amended.

for, and under the general direction of the

FLORIDA DEVELOPMENT COMMISSION

Tallahassee, Florida

published May, 1968

MILO SMITH & ASSOCIATES, INC.
Planning Consultants
Tampa, Florida

KEY WEST COMPREHENSIVE PLAN

$L^{17} F^{14} O^{14} F^{13} M^{13} E^{13} X^{11} I^{11} C$

